

**PULL-OUT  
POSTERS  
INSIDE**



### Money Makers

The future classics that you need to buy today to make you a fortune tomorrow

### The Nationals

All the action from the maddest weekend in UK modifying

# FAST car

*defining car culture*

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TO THE  
FUTURE**

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Retro Renault 5

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E30**

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**Modern Machines:** 1 Series • SEAT Leon • Evo X • Focus ST



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ISSUE 359 SEPTEMBER 2015 £4.80



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**W**hen I was a kid all I wanted to do was grow up so I could pass my driving test and get on the road. Then I was desperate to get older so I could build up my no claims bonus to lower my insurance premium, so I could buy a faster car. The problem is, before you know it, you've wished your youth away, passed your 30th birthday and getting older starts to suck.

Your friends get married, have kids and forget you exist. The majority of your income goes on mortgages and council tax and your knees start to ache in the morning. Oh and don't mention the hangovers!

There are a few things that get better with age though. Wine is the classic example. Kylie Minogue is another. But I'm a firm believer that some cars do too.

Cars that were once the family hack. The unwanted older model that was used and abused. These cars over time become rare and their lines distinguished, basically the automotive equivalent of the MILF.

Cars like BMW's E30, forgotten for years to the E36 and E46, have now become desirable again. In fact the E30 on our cover inspired this month's bonus section on retro cars. It's just so damn right, from the bronze wheels to the grey hue, to those out of character Kirkey seats that contrast the plush leather stitched interior. Owner Kevve has done a mighty fine job - check out the feature on page 64!

If you're suitably inspired to start your own old skool project, don't do it before reading our Future Classics feature on page 78!

Of course, if mature rides aren't your thing we've got some modern machines to tickle your fancy too. From a stunning 1 Series to a seriously cool Evo X, it's all right here!

Big Love,

*Jules*

## RANDOM SHIZZLE FROM TEAM FAST CAR THIS MONTH...



**SLIM JULES**  
EDITOR

"I remember in the good old days when Maccy D's meals were £2.88 and I was only 20-stone."

Fifteen years in publishing including a spell as a pap, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner up, Race National B Licence holder.  
[jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk)



**MIDGE**  
CONTRIBUTING EDITOR

"I remember in the good old days when a box of fags were 3-quid and I actually owned a comb."

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars and has a degree in pottery.  
[james.burr@kelseymedia.co.uk](mailto:james.burr@kelseymedia.co.uk)



**INITIAL G**  
ART EDITOR

"I remember when the motor car was invented and we sold Misty, the family horse. Poor Misty."

Twenty-nine years of design experience (he used to chisel stuff out of stone), champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.  
[graham.morecroft@kelseymedia.co.uk](mailto:graham.morecroft@kelseymedia.co.uk)



**GLENDA**  
WEBSITE EDITOR

"I remember when you could leave your front door open without a toerag nicking your Atari."

Social media guru, Gumballer, IMIAL Level 2 Mechanic, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.  
[glenn.rowswell@kelseymedia.co.uk](mailto:glenn.rowswell@kelseymedia.co.uk)

## THE EXTENDED FC FAMILY:

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**Adam Fergar** Advertising Man

**Steve McCann** Scotty Dawg

**Little Nick** Freelance Writer

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**Kevve.be** Belgian Snapper

**Chris Wallbank** Amazing Tog

**Damo Hall** Super Sub

**Jon Davies** Show Shooter

**Jarkle** Writer Extraordinaire

**Paul Cowland** Wordsmith

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Kent

TN16 3AG



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### BMW 1 SERIES 010

Read how this awesome Bimmer went from stock to shock in less than two weeks!

### SEAT LEON 026

Packed with Forge Motorsport and VIBE goodies this sexy SEAT has go as well as show.

### MITSI EVO X 032

We're loving the colour combo of this US-built Evo X.

### FOCUS ST 046

Working for The Performance Company has its benefits and this Focus ST is one of them.



## RETRO RIDES

### BMW E30 064

Want to know what the next level is? Take a look at this Belgian beauty to find out.

### MK2 GOLF 072

This Mk2 has so much Bentley leather they've had to cease production of the Continental GT.

### PORSCHE 964 082

This Porker defines the saying, 'Simply Stunning!' What a looker.

### LECAR R5 088

There's not many of these classic R5s left on the road, and the ones that are, aren't a patch on this.

## BONUS SPECIAL

### FUTURE CLASSICS 078

Our guide to the cars you need to buy today to make you a fortune tomorrow! Thank us in 5-years.

## OUT THERE



### The Nationals 019

All the action from the maddest weekend in UK modifying.



### FCS 051

FCS stands for; French Car Show. And here is this year's coverage.



## FRESH GEAR

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### Pull-Out Posters 057

Need something to brighten up your shed wall? Look no further than this posh car-art.

### Staff Rides 095

Midge bags himself some killer suspension, Initial G goes on a road trip and Jules' BMW is a lot faster than it was last month.

### Readers' Rides 108

Now for the most important cars in the whole wide world... yours!

### Arse End 112

We quite like arsing about, in fact we're so bloody committed to it 2-pages just isn't enough!

### Next Month 114

It's the October issue next. That's out in August and being written in July. Confused? Yes, us too.





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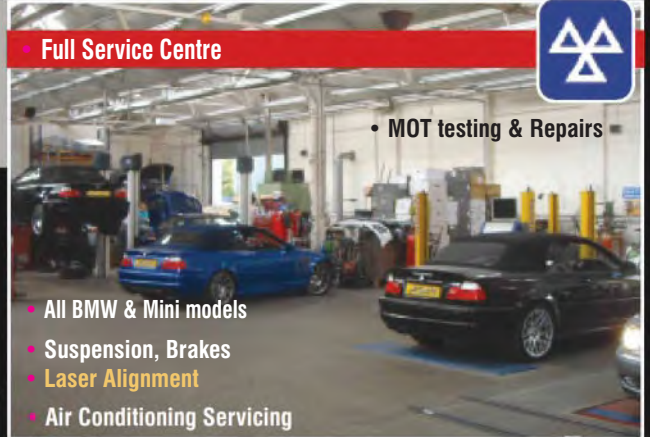
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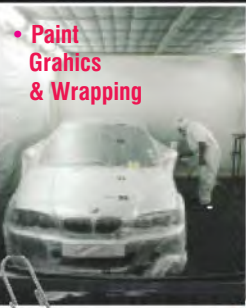
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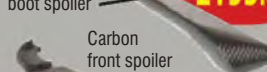
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# Front End

News, views, rants and random shenanigans from the world of car culture



Paul's 1 Series is packing some serious kit



## Meet of the Month Bimmers & Burgers

Words By Midge

There's only one thing our illustrious Editor, Sir Slim Jules Esq, loves more than a well-fettled Beemer so, if you're the kind of genius with the nous to call your event Bimmers and Burgers, it makes it almost inevitable it's gonna end up here in *Fast Car*. (Hang on a minute you cheeky bastard – Jules).

The big man's legendary appetite for the cars of the Bavarian persuasion, along with perfectly grilled meat-products (obviously), was still only part of the reason we headed over to MStyle in Romford though. The real clincher was the fact we've been here before, so we knew it would be one of the

coolest meets of the year. Last year's gathering was an awesome spectacle to behold so it makes sense that this season, Bimmers and Burgers Part 2, would see even more BMW-based madness. Suffice to say, we weren't disappointed.

What greeted us was some of the sweetest modified examples from all over the UK. With every 'Series' catered for, in both the retro and more modern camps, there was enough to keep any German car fan grinning from ear-to-ear when, of course they're not busy filling their faces with the finest of gourmet BBQ cuisine.

Is there anything better? I think not!







*The E46 is a mighty fine looking car*



*Everyone loves Becky Evans' E21, not least us*



**"HANG ON, DIDN'T I JUST PAY 260-QUID FOR MY ROAD TAX? AND NOW YOU WANT AN EXTRA FIVER TO GO TO LAKESIDE? YOU UTTER BASTARDS!"**

Yes, this may mean precisely fuck all if you live in a faraway land nowhere near the M25 but I don't give a shit, because I think the Dartford tunnel is the biggest rip off in the history of toll roads.

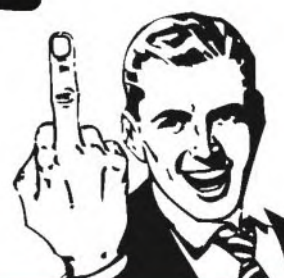
For a start you now have to pay a whopping £2.50 each way for what's essentially a traffic jam in a tunnel followed by another one back over a bridge. Of course, there's always the Woolwich ferry, but quite frankly I'd rather swim!

What's even worse, since last year they've replaced the toll-booths with ANPR cameras and that's made it a right pain in the arse because now you have to pay online, almost guaranteeing that you'll forget and receive a nice little fine in the post. It's just like the London Congestion Charge all over again, and don't get me started on that shite.

And does that mean the traffic flows better? Not from where I'm sitting! It bites my arse that road tax-dodging cyclists are ferried across by the transport authority for free too. No wonder the prices keep going up, they must be losing a fortune!

The real kick in the bollocks though is that M25 users were promised years ago that once the crossing had paid itself off (which it did in 2003) that the tolls would be removed under the original Private Finance Initiative scheme contract. So what did they do when that happened? They removed the 'toll' and replaced it with a 'charge' under a totally different scheme. The sneaky, money-grabbing fuckers. Grrrrrr.

**The Angry Man**



Disclaimer: The opinions expressed herein are not necessarily those of Fast Car or the publisher. So fuck you :-)



# Front End

## JAPFEST 2

THE ULTIMATE HIGH PERFORMANCE EXPERIENCE

When? **Sunday 16th August**

Where? **Rockingham Speedway**

One thing we love about Japfest is that we get to do it twice every year, so praise the lowered because Japfest 2 is back for 2015 and it's coming home to Rockingham Motor Speedway. Put simply, it's well worth missing your mum's Sunday roast for because the 16th of August will see the cream of the UK Jap scene descend on the famous banked oval for a ram-packed day of extreme performance action. Japfest 2 has always been about experiencing the naughty side of Japanese car culture - the bit that burns super unleaded and tyres in equal measure. Not only can you witness mental drift demos and an official Super Pro round of the BDC at this one, but you can jump in for a super-sideways passenger ride yourself. Or maybe just

book some public track time and really put your car through its paces. There's also a huge off-circuit drift paddock, stunt shows, more car club displays than ever and a massive Retail Village to relieve you of all that cash that's burning a hole in your Tokyo Laundry underclangers. Don't forget we'll be giving away the Japfest Scooby here too, so it's your last chance to sign up and stand a chance of driving it home. We'll see you there!

[www.japfest2.co.uk](http://www.japfest2.co.uk)



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When? **Sunday 9th August**

Where? **Rockingham Speedway**

Like your rusty old shite? Well you won't find any of that here - just the finest selection of nostalgic automotive awesomeness that Europe has to offer. Brought to you in conjunction with our chums over at Retro Cars Magazine, it's a brand new event with one raison d'être - to put the kool in old Skool. They've got a serious amount of attractions too, everything from a huge feature car parade and Rate My Ride competition, to club displays, Retro Car Legends and even a 'For Sale' Paddock where you could end up bagging your very own chunk of classic metal. The live action though, will be something off the chart. There'll be stock cars,

classic F1 racers, drifters, a crazy NASCAR demo and many, many others hitting the banked oval throughout the day. And that's without the Classic VW Challenge races, lowrider demos, a retro drift challenge and a proper MSA-regulated Autotest elsewhere.

If that's not enough you can also get your own ride out there on the National Circuit - all you need is a motor that's at least 20-years old, 35-nicker and a crash helmet - you can't say fairer than that now can you? Still need convincing to get your arses along? I thought not. Get online and book your tickets.

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## APPRECIATING DEPRECIATION



## AUDI RS6 AVANT (C5)

There's no denying the C5 RS6 was the original hyper estate car and when it first hit the streets in 2002 it's safe to say the other German manufacturers shit das brick. In fact, with 450bhp from its huge 4.2-litre, twin turbo V8 it seriously out-gunned both the 400bhp E39 M5 (which was only available as a saloon) and the 354bhp E55 AMG. In short, it's an icon, an icon that happens to be a massive Autobahn bruiser that can do 0-60 in 4.6 seconds and a top speed of 170mph (providing you take the 155mph electronic limiter off) with 5 people and all their luggage on board. It's a monster, a genuine supercar slayer, they even used stock ones as Safety Cars for the BTCC, that's just how fast they are, and all this can be yours for under 8-grand.

Obviously, we don't have to tell you the RS6 is infinitely tuneable too, it's more a question of what they don't make for this

motor: 5-600bhp is achievable on a relatively mild spec, go nuts with turbos and internals and you're talking 800bhp plus - although you're gonna need deep pockets for that sort of build. If you do have deep pockets though, and are thinking of spending a bit more (like double), we've also seen people bag the C6 (2008-2010) model for around 20-grand - a fraction of the £80,000 starting price. Yes, it's still a lot of money but you're getting the fastest production motor Audi have ever made with a ridiculous 571bhp from a twin turbo 5.0-litre V10, like the one you get in the R8 V10 or Lamborghini Gallardo, only madder. With one of these buggers you can see 700bhp and close to 200mph with just a remap. And did I mention it was an estate? Bonkers!

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# TOP MARK...

*WITH PERFECT PAINT, BLINDING RIMS AND KILLER STANCE, MARK STEWART GETS 10/10 FOR THIS MIGHTY BMW BUILD...*









"It took a whole 12 days. So it must be easy, right? Er... not quite!"



**T**he sign of true talent is when something is made to look easy through great skill. Take Lionel Messi for example. The way he effortlessly glides past opponents gives the impression football is simple. Then there's F1. Surely it's all about how good the cars are, so anyone can do it, right? Well, give it a go and see how far you get.

This logic can also be applied to modifying cars. It's easy to look at a finished project, spot the main mods and think, "Yeah, I could do that". But most likely, you don't realise what has gone on behind the scenes with the problems solved, custom

parts, the trial and error process, the calculations to ensure things fit and the taste to ensure it all blends together to make an awesome show car.

Dealing with Mark Stewart can leave you with this false impression, as he makes it all look and sound so straightforward. On many occasions he's transformed a car from stock to show-ready in almost no time at all. A few years ago we featured his S2000 that he turned around in four days! This BMW 1 Series took a lot longer. A whole 12 days. So it must be easy then, right? Er... not quite!

Mark was looking for an RS6 towards the end of last year, when he spotted this rare

*Attention to detail*



*And again*







## CARBON CRAZY!

There are loads of carbon goodies added, such as the bonnet, rear diffuser and mirrors. But look out for the more subtle touches too, such as the IM indicators, boot lid spoiler and kidney grilles, which all combine to make a difference. Even the compressor tank is coated in genuine carbon fibre. Nice!



*There's 380-odd-bhp in there*





## HOT RIDE: BMW 135i 3.0 TWIN TURBO

*We fancy a sit down*

### MARK STEWART

**Two cars featured in two months – what have you got for our next issue?**

“Well, you may have to wait a bit longer for the next one. Although the BMW is now sold and I do have another project on the go!”

**Any clue on what it will be?**

“Yes, it’s an RS4 that already came to me in a nice unusual colour, but I’ll be putting my own stamp on it of course.”

**How’s the new business going?**

“It’s still early days but going well. The website is still being set-up but keep a look out for Autotrend, supplying and fitting AirREX air-ride as well as many other tuning parts.”

*What a knob*



“He only intended keeping the car for a short time...”







*Cosmis XT-206R wheels are available from [Driftworks.com](http://Driftworks.com)*

#### *What a low life*



manual 135i in grey. After a test drive he snapped it up, but only intended keeping the car for a short time. It came with coilovers, but once a set of Schmidt rims were fitted the Beemer was looking well enough that Mark decided to keep it a bit longer and take it a lot further!

A plan was hatched and it was one that required lots of part sourcing, custom work and decision-making. Once the bits arrived, Mark had the bulk of work to do with less than two weeks until the big reveal.

Everything had been worked around the chosen Cosmis XT-206R wheels... that were completely the wrong fit. Mark had them re-drilled to 5x120. But the offset was an even bigger obstacle, or should we say

'wider'. To cope with the extra girth, M Sport wings and an M Sport front bumper were fitted, while rear arches were pulled and rear bumper and side skirts modified. Only then could the body be hunkered down on AirREX struts and bags to provide the all-important lows.

During this time, Mark finally decided on a new colour. Overall, his idea was to make the 135 look like it was a special edition from BMW, so he picked M4 Marina blue and it really works, especially with all the extra carbon bits added.


This OEM+ theme is continued inside the cabin with just a few touches needed to lift the quality, such as Recaro CS seats, the yellow show cage and a custom pillar mount



## HOT RIDE: BMW 135i 3.0 TWIN TURBO



for extra gauges. The boot build is fairly subtle too, but classy and high-end, like the rest of the car. Even though the 135i comes packing an awesome 3.0 twin turbo lump, Mark didn't rest. To help breathing, out came all four cats and an AC Schnitzer exhaust was added, along with Injen induction kits. Finally, an Auto-Tune remap made sure it was all put to good use.

So, there you have it, a show stopping slammed BMW done and dusted in less than two weeks. Easy? Far from it! The truth is this project called upon all of Mark's skill, vision and work ethic. The fact he was able to do it all in such a short space of time is testament to his expert planning – and those 12 days included working day and through the night! But, it was all worth it in the end as the car was ready for the big reveal on the Paintworx stand at Dubshed where it went down a storm. Top Mark indeed! 



## TECH SPEC: BMW 135i

### STYLING:

Full respray in BMW M4 Marina blue; 1M front wings, 1M front bumper; carbon boot spoiler; custom side skirt blades; carbon mirrors; carbon V8 M3 style bonnet; carbon aerial; carbon kidney grilles; carbon bumper intakes; carbon rear diffuser; carbon 1M indicators; custom canards; rear arches pulled and flared; factory privacy glass; factory Xenon lights.

### TUNING:

3.0 twin turbo engine; 386bhp; 400lbft torque; 6-speed manual; Injen induction kits; all cats removed; AC Schnitzer exhaust, map by Auto-Tune.

### CHASSIS:

AirREX air-ride with Air Lift V2 management and 2x Viar 380 compressors; Cosmis XT206R wheels custom drilled to 5x120; size 18x9.5 et10 front and rear; BMW Performance 6-pot brakes; Mintex Fast Road pads.

### INTERIOR:

Black Recaro CS seats; full colour coded dash-dodger roll-cage painted Maserati yellow; custom pillar mount for gauges; boost gauge; air fuel gauge; custom mount for air controller; colour coded dash trims; rear seats removed; custom boot install.

### THANKS

The Paintworx team!; PPG/Nexa Autocolour for paint, Stephen at SC Cages; Autotrend.





# BUILT FOR THE SPRINT



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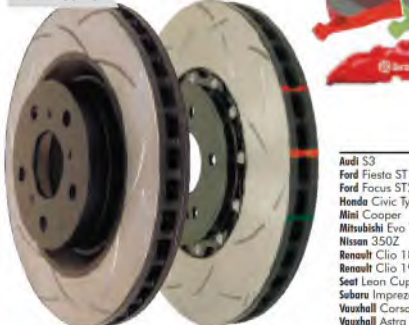


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Honda Civic Type R	<b>£47.99</b>	<b>£150.39</b>	<b>£35.98</b>	<b>£151.49</b>
Mini Cooper	<b>£40.78</b>	<b>£137.99</b>	<b>£35.95</b>	<b>£39.12</b>
Nissan 350Z	<b>£39.58</b>	<b>£274.79</b>	<b>£35.95</b>	<b>£222.82</b>
Renault Clio 197	<b>£47.99</b>	<b>£99.59</b>	<b>£47.99</b>	<b>£51.18</b>
Seat Leon Cupra R	<b>£46.79</b>	<b>£92.39</b>	<b>£35.59</b>	<b>£89.12</b>
Subaru Impreza WRX/STI	<b>£41.99</b>	<b>£143.98</b>	<b>£35.59</b>	<b>£89.12</b>
Vauxhall Corsa VXR	<b>£47.99</b>	<b>£105.59</b>	<b>£51.18</b>	<b>£55.20</b>
Vauxhall Astra VXR Mk5	<b>£39.59</b>	<b>£83.99</b>	<b>£35.59</b>	<b>£80.22</b>
VW Golf Mk5 GTI	<b>£45.59</b>	<b>£147.59</b>	<b>£35.59</b>	<b>£89.12</b>

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Audi S3	<b>£437.40</b>	<b>£409.24</b>	<b>£361.48</b>	-
Ford Fiesta ST150	<b>£356.76</b>	<b>£351.00</b>	-	<b>£323.44</b>
Ford Fiesta ST180	<b>£448.01</b>	<b>£463.50</b>	-	<b>£455.52</b>
Ford Focus ST225	<b>£498.98</b>	<b>£441.00</b>	<b>£506.83</b>	<b>£430.54</b>
Ford Focus ST250	<b>£675.72</b>	<b>£630.10</b>	-	-
Ford Focus RS	<b>£682.54</b>	<b>£558.14</b>	-	<b>£742.56</b>
Honda Civic Type-R	<b>£619.73</b>	<b>£555.48</b>	-	<b>£402.71</b>
Mini Cooper	<b>£450.89</b>	<b>£467.71</b>	-	<b>£357.74</b>
Mitsubishi Evo VII/VIII	<b>£898.51</b>	<b>£449.10</b>	-	-
Nissan 350Z	<b>£408.84</b>	<b>£369.00</b>	-	<b>£445.12</b>
Renault Clio 182	<b>£480.28</b>	<b>£427.50</b>	-	<b>£445.84</b>
Renault Clio 197	<b>£415.14</b>	<b>£370.50</b>	<b>£370.50</b>	<b>£400.00</b>
Seat Leon Cupra R	<b>£393.25</b>	<b>£415.14</b>	<b>£370.50</b>	<b>£400.00</b>
Subaru Impreza WRX/STI	<b>£453.38</b>	<b>£380.70</b>	<b>£487.90</b>	<b>£556.40</b>
Vauxhall Corsa VXR	<b>£415.88</b>	<b>£438.48</b>	-	<b>£358.80</b>
Vauxhall Astra J VXR	<b>£254.21</b>	<b>£229.10</b>	<b>£763.58</b>	<b>£689.52</b>
VW Golf Mk5 2.0T GTI	<b>£450.14</b>	<b>£449.10</b>	<b>£403.18</b>	<b>£393.12</b>
VW Golf Mk6 2.0T GTI	<b>£581.40</b>	<b>£596.70</b>	<b>£475.50</b>	-
VW Golf Mk7 2.0T GTI	<b>£890.77</b>	<b>£674.10</b>	<b>£542.37</b>	-

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Audi S3 8P	<b>£138.24</b>	-	<b>£607.50</b>	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£920.00</b>	<b>£758.09</b>	<b>£823.78</b>
Ford Focus ST225	<b>£181.44</b>	<b>£675.00</b>	<b>£165.00</b>	<b>£165.00</b>	<b>£645.00</b>	<b>£504.00</b>	<b>£1008.00</b>	<b>£915.41</b>	<b>£1478.04</b>
Ford Focus RS 08 on	<b>£211.20</b>	-	<b>£165.00</b>	<b>£165.00</b>	<b>£645.00</b>	<b>£504.00</b>	<b>£1052.00</b>	<b>£1025.99</b>	-
Honda Civic Type R EP3	<b>£170.88</b>	<b>£164.99</b>	<b>£629.99</b>	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
Mini Cooper S 07 on	<b>£170.88</b>	<b>£139.99</b>	-	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
Mitsubishi Evo VII/VIII	<b>£280.32</b>	-	-	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
Nissan 350Z	<b>£347.68</b>	<b>£205.00</b>	-	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
Renault Clio 182	<b>£166.08</b>	<b>£134.99</b>	<b>£719.99</b>	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
Seat Leon Cupra R	<b>£166.08</b>	<b>£145.00</b>	<b>£562.46</b>	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
Vauxhall Astra VXR Mk5	<b>£159.36</b>	-	-	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
VW Golf Mk5 R32	<b>£154.56</b>	<b>£149.99</b>	<b>£607.50</b>	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>
VW Golf Mk6 GTI	<b>£182.40</b>	-	-	<b>£165.00</b>	<b>£645.00</b>	<b>£462.00</b>	<b>£1052.00</b>	<b>£974.69</b>	<b>£875.32</b>

### Samco Hoses



	Coolant Hose	Turbo Hose
Audi TT 225	-	<b>£170.40</b>
Ford Focus ST225	<b>£202.15</b>	<b>£242.76</b>
Ford Focus ST250	<b>£202.15</b>	<b>£242.76</b>
Ford Focus RS Mk2	<b>£197.11</b>	<b>£206.41</b>
Honda Type-R FN2	<b>£77.59</b>	-
Mercedes R28	<b>£167.13</b>	-
Nissan 350Z	<b>£115.06</b>	-
Toyota GT86	<b>£92.22</b>	-
Vauxhall Astra VXR	<b>£128.64</b>	-
VW Golf 2.0T FSI	-	<b>£245.48</b>



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# The Nationals 12

LADIES AND GENTLEMEN IT'S TIME ONCE AGAIN FOR THE UK'S MOST ENTERTAINING SHOW TO DESCEND UPON PETERBOROUGH FOR TWO WHOLE DAYS OF MODIFIED MADNESS!

Once again from 22nd to 24th of May Peterborough was taken over by all sorts of modified metal. The Nationals is a combination of two shows. On one hand you've got the Hot Rod and Custom Show and on the other is Modified Nationals, making this show the most diverse of the year.

The main hall saw a ton of new builds including Adam Robinson's monstrous RX-7 and Ben Henderson's juiced pink Fezzy. You lot have been busy over the winter months too, sorting your motors out with fresh new looks. Mike Fisher has once again re-invented his Saxo. We almost didn't recognise it with the new custom dash and tasty engine bay. Will Smith took time out of filming *Men In Black 4* to show off his Polo's latest look. With its new House Of Kolor coat and motorised install it bagged him another trophy for the cabinet. Good work!

The star of the show was Mark Fisher and his ex-*Fast Car* cover Golf. The Golf has a new set of BBS boots, a new install and plenty of

other tweaks. It didn't go unnoticed either with Mark picking up an award in every category, including best overall car.

The Fitment Junkies Ultimate Rides Hall played host to all sorts of weird and wacky motors, including a fully operational armoured

vehicle and a full size Little Tikes toy car. Mental stuff!

Outside saw plenty more action, including the Slammed UK Show Plaza, drift demos, bouncing Lowriders and the cream of the UK car clubs, who all came out with top motors.







## **JON LIVERMORE, MITSUBISHI EVO ▲**

Jon's motor is a serious bit of kit. Absolutely dripping in carbon and fully loaded with all the top tuning gear, makes it a proper weapon!

## **TOM MACRAE, FORD FOCUS RS ▼**

Tom's RS disappeared quite some time ago, but he's finally unleashed it once again. Sporting new Rotiform rims, a bright green re-trim and some ridiculous power, it's one to watch!







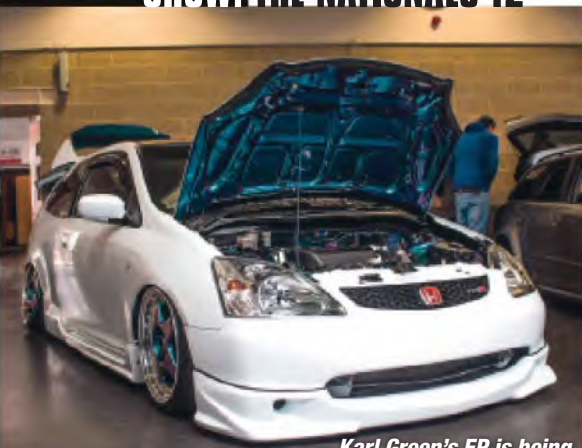
## BEN HENDERSON, FORD FIESTA ▲

We could fill a whole issue with the amount of top motors we spotted this year. One that really stood out was Ben's freshly wrapped Fiesta. Dropped over Rota D154 hoops. Expect to see more of this soon!





# SHOW: THE NATIONALS 12



Karl Green's EP is being featured in issue 360...



... FC Freelancer, Nick Turner's Mk4 isn't (sorry Nick)



Reminds us of a Wellipets' Frog welly! Cool though



JD Wraps Art Car in its new livery



The Nationals, where new school meets...



... old school





## WINNER WINNER CHICKEN DINNER

You're all winners to us but no show would be complete without a good selection of trophies, and The Nationals have plenty up for grabs! Here's a roundup of who won what.

### BEST INTERIOR

- 1 Michael Fisher, Citroën Saxo
- 2 Joe Jones, Vauxhall Corsa
- 3 Mark Fisher, VW Golf

### BEST DETAILED

- 1 Mark Fisher, VW Golf
- 2 Jon Livermore, Mitsubishi Evo
- 3 Joe Jones, Vauxhall Corsa

### BEST ENGINE

- 1 Tom Macrae, Ford Focus
- 2 Michael Fisher, Citroën Saxo
- 3 Jon Livermore, Mitsubishi Evo

### BEST ICE

- 1 Mark Fisher, VW Golf
- 2 Amy Slade, Nissan 350Z
- 3 James Owen, Mini

### BEST OVERALL, ULTIMATE 16 CHAMPION

Mark Fisher, VW Golf

### TOP 6 SHOW AND SHINE

Claire Miskelly, Honda S2000  
Will Smith, VW Polo  
Jamie Jackson, VW Lupo  
Adam Harrison, Honda Civic  
James Michael, Mini  
Jay Golinsky, Peugeot 207

### JUDGE'S CHOICE

Richard Jackson, Blown Chevelle

### BEST RETRO

Nic Rooney, Ford Escort

### BEST CAR ON TRADE STAND

Andrew Buxton, Ford Fiesta

### BEST CAR ON CLUB STAND

LM customs stand, VW Mk2 Golf with 1.8 turbo

### DARE TO BE DIFFERENT

Rat Rod Ford Anglia

### BEST CLUB

Anglia Modified  
Superior Rides  
Costal Cruisers

### CLUB SPIRIT OF THE SHOW

Superior Rides, "Scene Police"

### MOST ORIGINAL CLUB STAND

Just Car Club



*Boom chicka wow wow*





# SHOW: THE NATIONALS 12



*A chandelier in a boot install. Whatever next?*



*Beau's A1 is getting a full feature soon*



*Haps has nailed the wheel choice with these CCW LM5T splits*



## NEXT YEAR

Dates haven't been released yet, but expect it to be around mid to late May. Being located at Peterborough Arena means it's easy to get to and has plenty of places to sleep, eat and be merry. A weekend ticket includes camping and evening entertainment.

[www.modifiednationals.co.uk](http://www.modifiednationals.co.uk)





*Auto  
Finesse*  
the art of detailing

**#theartofdetailing**



# ALL WHITE ON THE NIGHT

*THERE'S A PRICE  
TO BE PAID FOR  
FAME, BUT IT  
DOES HAVE  
ITS PERKS...*







If you're into tuning your VAG motors, you'll most likely recognise this world-famous SEAT as the 'Forge Motorsport demo car'. Well, let's get this out of the way right from the start. It's not.

You see, even though we've all seen this spectacular white-on-white Leon popping up in various advertising campaigns, appearing all over the web and on show at more than a

couple of events. It is, and always has been, the personal car of our mate Kris Butler.

Of course, as we can plainly observe, this storming Spaniard is packing more than its fair share of Forge gear. In fact, there's just about everything they've ever manufactured for the Mk2 LEON and few extra one-offs, like flashy hoses and a custom catch can setup nestled under that bonnet. But all that's easily

explained by the fact that Kris works at Forge Motorsport HQ in Gloucester.

Kris is actually one of the team that develops these kind of products, so he may have benefited from a bit of a staff discount. But it certainly wasn't one of the five-fingered variety like I got when I worked at Lidl (free bratwurst and 9p baked beans eh? – Jules). I guess that's always the problem with doing a





job you love, especially one surrounded by top-end kit and the expertise to evolve even more - it's impossible not to get involved.

I mean, if you're a plumber I'd imagine your bathroom is a thing of abject beauty. If you happen to sell Ferraris for a living I'm betting there's something pretty tasty on your drive right now. And if you work in KFC, you probably can't remember the last time you cooked at home. It starts with a nice little discount and before you know it you're having the gas cut off because you've dropped all your wages on trinkets before they've even got to the bank. We've all been there.

Perhaps that also explains why Kris' SEAT is such a devastating work of art, when the initial plan was just to plonk on a nice set of wheels and drop the ride height. It's a modifying story we've heard a million times before. Kris never meant to go this far, but things just escalated. We're glad they did. Presumably so are the Forge marketing bods.

Of course, at the very beginning, two years ago, the first mods came from necessity. As Kris no doubt told his missus, the air-ride was an 'absolute must' for getting on the drive. And the new wheels, well that's just always 'a must' isn't it? But was he content with his super-slammed ride on slick 3SDMs? Yeah, for about five minutes. It's just after that when things went nuts.

There's no denying that the finished article is extraordinary and striking. What amazes me though is that despite all the fame and bona fide show-car status, it's not just his daily driver, but 95-percent of the mods have been buttoned-up by Kris himself.

He's clearly from the school of having a crack at everything first before writing a cheque, and that makes it all the more impressive. I have to say too, he's done a formidable job fitting the air, trimming the interior and building that awesome boot install. In fact, it's only the bodywork and anything

that's been machine-stitched that have been paid for with real money. More cash to spend at work I suppose.

There's none of the usual tale-tale signs that this car is DIY built. The execution is first-rate and there's even a few swish, high-end details that are as likely to be found elsewhere as a fart is in a jacuzzi. Just check out the super-rare Anniversary Edition Cobra Misanos? It's not often you see aftermarket seats with heaters in 'em, either.

In all its Alcantara glory the interior finish is sensational and, from the pictures, it's pretty obvious that Kris is also a fan of the odd slice





*Kris did almost all  
the work himself*



## KRIS BUTLER

*So what's it like driving a car that's so acclaimed?*

"I don't think it's quite that famous mate – it's not KITT from Knight Rider is it? People do think that Forge built it though."

*Does that chafe your arse a bit?*

"Nah, not really – I guess I know what I've put into it. You can't always get all the recognition, right?"

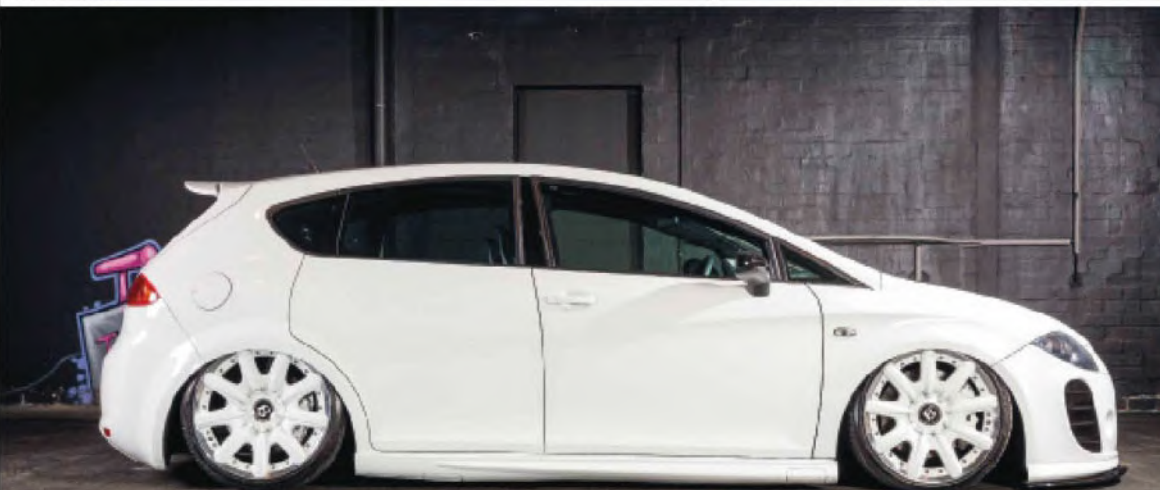
*Can I have your autograph anyway though?*

"If you want. Where would you like it?"

*On this bill for lunch.*

"Now that's what I call famous – do you FC boys ever pay for anything?"

*Not if we can help it mate.*





*It's not a company car.  
It deserves attention  
on its own merit*



of in-car entertainment. Now, I'm not sure if there's been a spot of part-time moonlighting at VIBE Audio, but there seems to be plenty of their very best products crammed in there.

The contrast between the inside and outside is also profound. The plush interior gives a warm fuzzy feeling of luxury, while the styling is all intensity and aggression. The imposing BTCC kit along with the stance not only hint at all the added power under the bonnet, they spell it out. Plainly.

The colour is all-business too. The brightness and intensity of the candy white paint gives an almost surgical, sterile and super-clean edge to the whole project. Naturally, you don't build anything with such whiter than white credentials without having a particular fondness for detailing and Kris can buff with the best of 'em – you could safely perform open-heart surgery on the bonnet.

Maybe all the notoriety has given Kris a more acute interest in the car's appearance than normal. I've seen this sweet SEAT on a

number of occasions and every time it's been nothing short of immaculate – that's pretty special for any daily driver, not least when it's a family car.

Kris' fondness for the purest and hardest-to-maintain of colours has recently extended to his wheels too. After deciding his black 3SDMs didn't show up too well in photos he found these Bentley monsters for sale on Instagram already painted white. Celebrity status and Bentley products seem to go hand in hand, just ask David Beckham or Lady Gaga. And for a car that soaks up just as much of the limelight there can be nothing better than the highest-of-high class rollers.

Above all though, what makes this car special is that, unlike so many, it's famous for a good reason. There's none of that Keeping Up With The Kardashians or Big Brother bollocks here. This one should be immortalised not as a big money company demo car but on its own merit. And in that case long may its fame continue! 🏆

## TECH SPEC: SEAT LEON

### TUNING:

Forge Motorsport carbon intake, FMIC, custom silicone hoses, alloy oil and water caps, carbon canister cover, alloy washer bottle, BOV actuator and boost adaptor; colour-coded cam cover; charge pipe; battery cover and fuse box cover; Powerflex engine mount, custom catch can setup; stainless steel exhaust with oval tailpipe; Revo Stage 1 remap.

### CHASSIS:

9x19-inch Bentley Continental GT alloys in white; 225/35x19 Nankang tyres; Air Lift V2 Slam Series air ride suspension; 2x Vlair 380 compressors; Powerflex suspension bush kit; Forge Motorsport 6-pot (356mm front) and 4-pot (330mm rear) big brake kit; chassis notch.

### STYLING:

Full BTCC body kit; Triple R front splitter; gloss black vents, bonnet trim, grille and door pillars; delocked; rear wiper delete; custom Xenon black headlights; tinted side repeaters; Heko wind deflectors.

### INTERIOR:

Cobra Misano Anniversary custom diamond stitch heated seats; rear seats trimmed by Cobra to match; Alcantara trimmed headlining, A/B/C pillars, kick plastics, arm rest, shift gaiter and seat sides; Diamond stitched Alcantara doorcards and parcel shelf; Forge shifter; SEAT Sport handbrake cover, white dash and centre console parts; Leon Mk3 flat bottom FR steering wheel; Defi-style boost gauge; upgraded MFD speedo; black and white mats.

### AUDIO:

Kenwood DNX520VBT satnav headunit; VIBE BlackAir limited edition component speakers front and rear; 2x VIBE Black Air 12-inch subwoofers and 4 channel amplifier; VIBE Space mono amplifier; VIBE circuit breakers and wiring; VIBE Anti-VIBE sound deadening in doors and boot area; custom boot build trimmed in Alcantara.

### THANKS:

Mark at VIBE Audio; Mark and Adam from Cobra Seats; Peter at Forge Motorsport; James and Simon at Auto Finesse.





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# NO PAIN NO GAIN

***A LONG HELD AMBITION  
TO OWN AN EVO X WAS  
FINALLY REALISED  
FOR PAUL MANABAT.  
BUT GETTING IT TO THIS  
LEVEL HAS TAKEN A  
WHOLE LOT OF BLOOD,  
SWEAT AND TEARS***

**A**t the risk of sounding almost comically cheesy, the best modified cars are the ones you've had to work for. That can take various forms of course. From a full-on, ground-up restoration, to pulling all-nighters and grabbing every last second of overtime your boss is willing to give you, all in an attempt bag your dream modified car. The world of tuned motors is stuffed with inspiring stories of individuals who've busted a gut in order to get their dream car, often forgoing luxuries and sacrificing pretty much everything in order to get there! If anything demonstrates what's so special about the world of modified car culture, it's this almost fanatical dedication to the cause. These cars aren't simply a hobby or a pastime. They're expressions of our personalities, and when viewed like that the expense involved is more than justified.

The Mitsubishi Evo X you see here is, as you might've guessed by now, one such car. Owned by Paul Manabat, it's one of the most striking examples of Mitsubishi's final rally supercar around, and believe us when we tell you that getting it to this level hasn't exactly been a walk in the park!

"I'd always wanted an Evo, especially an X," says Paul with a grin. "They're expensive cars to buy, keep and tune though. So I had





to wait a while before I could afford one. Certainly I couldn't afford it on the McDonald's salary I was on at the time!"

A smattering of Honda Civics and Integras came in quick succession— one got repossessed, one went to the great breakers yard in the sky after someone decided to 'side-swipe' it in a bout of extremely careless driving. This kind of bad luck would be enough to put some people off modified cars for life. But it seems to have just spurred Paul on to get a better job and to bag his dream Evo. Something he finally managed a few years later, thanks to some intense saving and many, many hours of hard work.

With the JDM bruiser he'd always coveted finally locked away safely in his garage, Paul could've been forgiven for taking things easy and enjoying its factory charms for a few months at least, but that's not what happened.

"I viewed it as a blank canvass from the very beginning, so there wasn't ever any chance of it staying stock for long," Paul chuckles. "I'd fitted some H&R lowering springs and a stainless steel Tsudo exhaust within weeks!"

Now it's fair to say some set out down a pre-set and meticulously pre-planned route when it comes to modifying, but not Paul. Yes he was adamant that the finished car



*Tidy job*



*That's wheely nice*





should stand out from the ranks of other tuned Evos. But other than that it was simply a case of picking and choosing from the vast range of aftermarket gear available for these cars. And, just to make extra sure his example was unique, investing in a smattering of one-off parts.

That rear wing is a prime example. It's been built by Paul's cousin and is therefore a completely unique part of the car, you simply won't find it adorning the boot of any other Evo X and never will – deeply impressive stuff. It's certainly a long way from the WRC-style wings we're used to seeing atop the boots of Evos, but there's no denying it makes the car look that bit more aggressive.

That wing is just one aspect of the Evo's reinvented exterior, and it's since been joined by a Rexpeed diffuser, an imposing replica Voltex splitter, a set of frankly massive 10x18in Avant Garde F141 alloys, and, very much the icing on the cake, a Frozen Grey wrap. We've seen Evos wearing matt wraps before of course. But the fact Paul tackled in by himself is certainly impressive and only highlights his commitment to stamping his personality on the build.

"That wrap was probably the most tricky part of the whole process," admits Paul with a grin. "I did it all myself with a little help from my girlfriend and probably saved myself about \$2500 in the process. It's the first car I've wrapped so it's not perfect by any means, but it does feel good to say I did it myself when others ask."



## PAUL MANABAT

**You bought this car brand new. Was it daunting when you first started tuning it?**

"Not really. It was just the perfect clean slate, something to really make my own."

**Were there any heart in mouth moments when it came to tackling the wrap?**

"Plenty. It was just a case of taking it very slowly and doing one panel at a time."

**Is it finished now?**

"These cars are never really finished, so no. I'll probably fit a bigger turbo setup and maybe wrap it a different colour within the next 12 months."







*Looks are backed up  
by performance*

**STYLING:**

Mitsubishi Evo X with Frozen Grey vinyl wrap; custom rear wing; custom quad projector/halo headlights; Rexspeed diffuser and carbon fibre canards; AIT Racing carbon fibre sideskirts; replica Voltrex splitter.

**CHASSIS:**

BC Racing BR coilovers all round; Whiteline KTA135 rear camber kit; Polybushes; stock brake discs and callipers; StopTech pads and stainless steel braided lines; 10x18in Avant Garde F141 wheels; Nitto NT555 275/35x18 tyres.

**TUNING**

2.0 4B DOHC 16v MAPerformance external dump downpipe; NGR-Tech test pipe; Tsudo Single exit exhaust; Clutch Masters FX400 six-paddle clutch; ACT lightweight flywheel; AEM intake manifold; ETS Upper Intercooler Pipework kit; Agency Power BOV. Cobb 3-port boost control solenoid and Accessport


**INTERIOR:**

Stock Evo X interior.

The result is an utterly evil looking Evo. It's the kind of car that looks like it would go out on a Friday night actively looking for trouble, having first downed eight pints. More to the point though, it can back those steroid-esque looks up with sheer performance, thanks to the amount of time and money Paul's invested under the Evo's bonnet.

Evo Xs aren't exactly slow in factory form, but this one benefits from a host of go-faster goodies, with the MAPerformance downpipe, AEM intake, Agency Power blow off valve and NRG-Tech test pipe being prime examples. Not only do they add to the Mitsubishi's already impressive amounts of shove. They make it sound every bit as aggressive as the flame-spitting WRC machines that made Evos so sought after in the first place.

It's true that this isn't the most powerful, the most extreme or the most focussed Evo to grace these pages. But it is undoubtedly one of our favourites. That's entirely down to the amount of work Paul's put in to actually get this far, a process that started with a couple of tired Civics and has ended with this utterly unique looking car. It's been far from smooth sailing and a whole host of technical and financial setbacks have had to be overcome. But that just makes the finished product even more special.

"I didn't build it for anyone else or to fit into the Mitsubishi scene," says Paul. "I just wanted it to be different and to end up looking exactly how I envisioned." He neatly sums up all that's good about the modified car world in one succinct statement. It's safe to say this is one Evo that's in very good hands indeed. 



*You won't see this wing on any other car*







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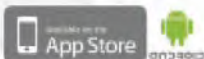
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**7Twenty Style46**

Size: 9.5x18, 10.5x18  
 PCDs: 5x100, 5x112, 5x114.3,  
 5x120  
 Offsets: ET10-20  
 Finishes: Matt Bronze, Gloss  
 White, Hyper Black

**7TWENTY STYLE46 FROM £220 (EACH)**

There's concave and then there's fuuuuuuuck me concave. And these hot-off-the-press hoops from 7Twenty are very much the latter.

The brand is new to the UK and, apparently, they're simply making good on a promise to hit the market with some of the freshest low-offset rims ever seen on our shores. They're certainly going the right way about it with this first wheel too – what an absolute monster!

One of their bigger diameter hoops (they're launching some small, wide jobs soon too), this one's called the Style46 and from the bonkers offsets you just can tell the feint-hearted need not apply. It's not just that either – just check out the sizes too, how about 10.5 inches of girth eh? You

can't even get them in under 9.5-inches and even that should satisfy, well, just about any gaping arch you chuck 'em at!

When it comes to design, I think you'll agree there's a distinctly Jap-feel here so it's awesome to see they also come in fitments for the larger Audi and BMW saloons out there. In any one of the 3-finishes, I can't think of any of the big Autobahn cruisers these wouldn't look absolutely crazy on!

What's really special though is just how much 'drop', (the industry term for 'concaveness') that these puppies are packing. The 9.5x18-version has 3.3-inches while the 10.5x18 comes in with a whopping 4.4-inches. Basically it's like insanity wrapped up in metal and, at under a grand

for a set, that's pretty damn unbeatable. We just can't wait to see what they come up with next!

Web: [www.7twenty.co.uk](http://www.7twenty.co.uk)





## BOLA B3, £795 (SET)

Here's another mahooive offering from the bods at Bola Wheels and this stunning modern five-spoker, the B3, is not only available in four awesome finishes but there's literally hundreds of fitment options too.

The 8.5 and 9.5x19-inch sizes are plenty usable, albeit on the bigger cars out there. And their exclusive 'PCD pockets' mean they can custom drill you a set for any five-stud hub between 5x98 and 5x120. That, dear reader, is pretty much every road-car PCD out there... Well, except Porsches. But if you've got one of those you can afford a set of adaptors.

The design will suit just about anything on the road and the price is the same whether you go for four in either width or a staggered setup. In fact, as long as you can physically get 19s on your motor, you'll be absolutely laughing.

[www.bolawheels.co.uk](http://www.bolawheels.co.uk)



### Bola B3

Size: **8.5 and 9.5x19**

PCDs: **5x98-5x120**

Offsets: **20-45**

Finishes: **Silver, gunmetal, gunmetal with polished face, black with polished face**



## UBERMAX INCREDIBLE TOWEL, £13

It's not easy to get across the size of this bugger in a photograph but, rest assured, at 50x70cm you could use it as a bloody bath towel! (Well, you could, Midge - Jules).

We all know you should always dry your car after washing with a clean microfibre cloth rather than a chamois, but just how annoying is it wringing out those little bastards every three seconds eh? Well, detailing experts Britemax have developed the answer here - a huge, deep plush pile towel that will soak up just about everything in its path.

Designed to sort out your whole car in one go and keep those watermarks at bay, it's also double thickness (with one soft suede seam) and machine washable so it should keep you going for years to come. Sometimes it's the simple things in life that make you smile the most. iPhone not included.

[www.britemax.co.uk](http://www.britemax.co.uk)

## POWER MAXED GLASS CLEANER, £10

You certainly get some unbelievable value for money with this heavy-duty glass cleaner from Power Maxed. There's a whole litre of the stuff - double what you usually get! Designed to be up to five times stronger than other brands, it promises some seriously rapid grime removal and plenty of super-lazy non-smear technology too. Simply spray on, wait a bit, buff off and sleep soundly in the fact that a tenner's worth will last you pretty much forever. Nice.

[www.powermaxed.com](http://www.powermaxed.com)



## GOODRIDGE BRAKE LINES, £TBC

The masters of fluid transfer activities over at Goodridge have just released a shed-load of new applications for cars of the German persuasion. With everything from the R56 Mini and Mk7 Golf R, right up to the F80 M3 and SLS AMG, all their kits are available with a choice of 10 hose colours and can be specified in either standard form or from their award-winning Phantom range. Stainless steel hoses are (and always have been) a quick, cost-effective and ridiculously easy way to upgrade your braking performance and Goodridge have the biggest range of aftermarket and motorsport offerings on the planet. Get online and see what they can do for you.

[www.goodridge.net](http://www.goodridge.net)

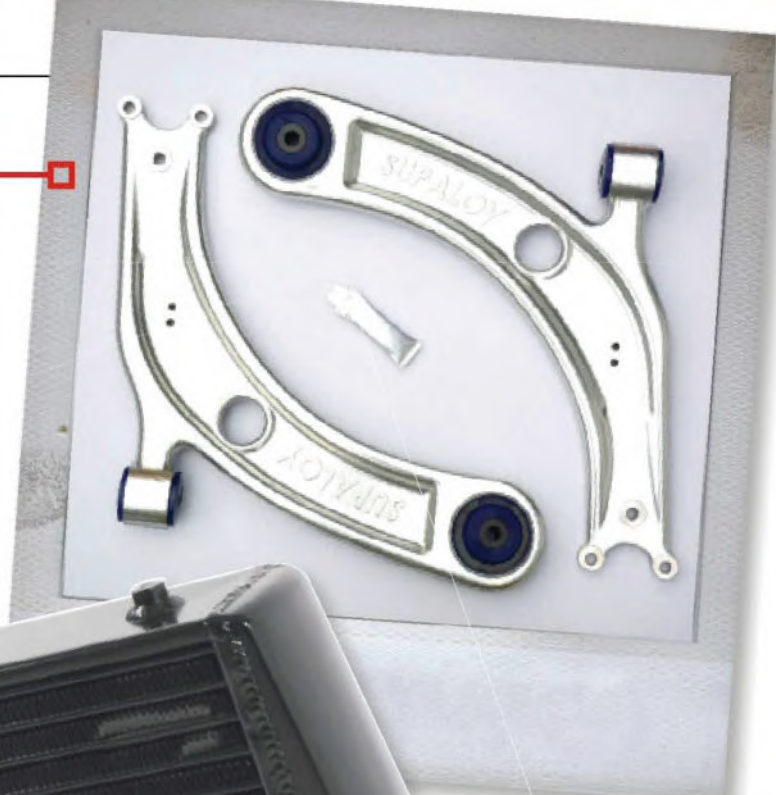




## SUPERPRO SUPALLOY CONTROL ARMS, £670

They may cost a pretty penny but there's no denying these Supaloy lightweight suspension arms from Aussie chassis experts SuperPro are about as lush as is humanly possible. Available for Mk7 Golf platform cars and offering nearly 40 percent less weight than the OEM steel items, you'll be tempted to try and park your car upside down, just to show 'em off! As you'd expect, these puppies are already fitted with SuperPro's excellent polyurethane bushes, offering significantly better handling characteristics than standard. But they also come with an in-built increase of 1.5-2 degrees of caster on each side, for better steering feel and improved self-centring at speed. If impeccable chassis dynamics is the goal for your VW and only the best will do – accept no substitute.

[www.superpro.eu.com](http://www.superpro.eu.com)



## JAPSPED BLACK EDITION INTERCOOLER, £179

There's nothing like a massive front-mount intercooler to show the world you mean business and this new universal 600x300x76mm Black Edition core is easily one of the best value out there – especially as the price includes delivery directly to your door mat.

So, why have they chosen to make this tube and fin construction, TIG-welded, beauty in black? Well, black surfaces are proven to have better emissivity – the term for measuring how efficiently something emits thermal energy (the same reason why goths tend to get a little hot and bothered in the summer). In other words, it just works better. You can't argue with science!

[www.japspeed.co.uk](http://www.japspeed.co.uk)

## SURFR SOLAR CASE, FROM £60

Here's a great little item for all you gadget freaks, show-goers and festival junkies alike. Weighing only 89 grammes and available in a range of colours this Surfr battery pack form EnerPlex in the USA can more than double the battery life of your iPhone 5 or 6. Now, that's cool enough in itself but the really clever bit here is the super-thin (but super-powerful) solar panel on the back which provides a sweet emergency backup to the more conventional mains-charging socket. Never run out of juice at the wrong moment again!

[www.amazon.co.uk](http://www.amazon.co.uk)



## TOOLBOX ESSENTIALS



### MUC-OFF NANO GRIT HAND CLEANER, £10

Okay, so maybe this one's a bit more for outside your toolbox, but it's definitely a useful addition to your bathroom for when you've finished with all the oily stuff. Designed to get rid of even the most stubborn, ingrained grease without the need for all the usual scalding water and old towels, it contains no harsh chemicals, just a load of conditioners to leave your skin soft and silky smooth... Er, if you're into that sort of thing. It's also antibacterial, so you can perform heart surgery after (probably) and it smells pretty awesome too. In any case, trust me, the missus will like the grapefruit fragrance a damn sight more than the usual eau de power steering fluid.

[www.muc-off.com](http://www.muc-off.com)

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## Features

- 2.5 tonne capacity
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- Air/hydraulic pulse pump
- Height adjustable saddles

# Sealey Vehicle Lift



How cool is this beast from Sealey? Super frickin cool is the answer and even though it's pretty damn obvious not everyone can afford one (or has the space to accommodate one for that matter), the

simple fact is you want one just as much as I do – and that's what this page is all about. Besides, we can all dream right? There's no denying this really is something for the bloke who has everything...

**PRICE: £1,340**  
[www.sealey.co.uk](http://www.sealey.co.uk)

## What makes it special?

Workshop-style four or two-post ramps are usually the reserve of the trade professionals. It's not just because of the initial expense either. They have to be bolted to the floor, so you need a pretty generous garage to start off with. Then there's the problem that most run on a three-phase electricity system, which you only get in an industrial unit, and they'll nearly always require expert servicing, professional upkeep and Health and Safety inspections – and who can be arsed with all that if you're not actually in the trade?

This lift is different. It's put together with the home mechanic in mind and designed to be portable. Now, I don't mean you can put it in your pocket – it's hardly a bag of peanuts – the point is it's fully manoeuvrable so it can be used both inside a standard garage or wheeled out and used on your drive or any hard standing. Retractable casters and a dolly handle mean that moving the whole thing, or sliding it under your motor, is a one-man job. The maximum lift is around a metre too, so you shouldn't be bouncing your car off the garage roof any time soon.

## The hardware

What's clever is this lift has a fully self-contained hydraulic system that runs, via the control pedal, on a standard 240-volt air compressor. Okay, that may be a few more quid out of the kitty, but let's face it, if you're looking at a lift like this, no doubt you've already got one of those stashed away. To keep you safe and sound it also benefits from six locking height-positions and adjustable saddles with rubber pads. The capacity isn't huge, but at 2.5-tonnes it should be more than enough for the serious home market, not to mention quite a few professionals out there.

## Applications

Like all scissor-style lifts, this puppy won't be ideal for full exhaust or floor pan repairs, but apart from that the world is literally your oyster. Suspension, brakes and wheel fitting along with engine servicing and repairs should instantly become a million times easier. Built to last forever for about the price of a decent set of wheels and tyres, that's not bad value at all. Dare to dream people, dare to dream.







## EXPERIENCE THE EXCLUSIVITY

The VLE-1 is the first in a limited-edition series of wheels by Vossen. With only 400 sets produced in two classic finishes, the VLE-1 puts a new twist on Vossen's already-established lineup of innovative, concave designs.

See more of the VLE-1 Limited-Edition wheel at [www.vle1.com](http://www.vle1.com)

**VOSSEN**  
VLE-1



# Silverline Compact Pressure Washer



Anything that makes life a shed load easier is okay by us and, when it comes to car-cleaning, there's a lot to be said for getting yourself a decent pressure washer.

The truth is I don't know any pro detailer or even amateur detailing buff that doesn't use one. And, let's face it, that's probably because the initial washing phase can be back-breaking and isn't all that interesting in the first place.

The other thing about pressure washers is, once you've got one, you will use it *all* the time. The only people who don't seem to see the advantage are those who have never had their mitts on one. It's that's simple.

So, with more cleaning power and less than half the water consumption, what's the downside? Usually the cost.

Many of the top-end units can run into serious cash, which is fine if you happen to

make a few quid as a valeting, but not so fine for the home market. Perhaps that's why Silverline have brought in this ultra-compact version for under 50 quid. Let's have a look...

**PRICE: £49.36** (LIST PRICE)  
[www.silverlinetools.com](http://www.silverlinetools.com)

## In the box...

First and foremost, what's great to see is that they've included all the essentials including a detergent dispenser and an extension piece, so you get a full size lance, not a silly little one. That's important, because plenty of manufacturers will sell you the bare unit at what you think is a decent price, then sting your wallet on the extra bits and pieces. There's no such problems here. This one comes with everything you could need – even the power cord and high pressure hose are a healthy length, which is always a massive bonus.

The other thing that's immediately noticeable is the overall size. Although there's a solid feel to this one, there's no denying it's absolutely tiny. It's almost as if it's a toy, which can only be a good thing if garage storage space is tight. Even so, 1650watts and up to 105bar (or just over 1,500Psi in Roman Catholic) is a hell of a lot of power to boast for such a small item. But will that be enough?



## Midge's verdict

Can this pint-sized item keep up with the performance of the bigger washers out there? For car detailing purposes it certainly can and, if I'm totally honest, that was something I wasn't expecting.

The miniature size doesn't mean miniature power and, although it's not going to cut it with the industrial stuff used for taking graffiti off bus stops or weeds out of cracks in brick walls, the adjustable high/low pressure nozzle is still bloody useful for cleaning all the crap off your drive after a greasy spanner-spinning session.

For your car cleaning regime, you'll find plenty of grunt for blasting away mud, brake grime and the unbelievable amount of bird shite we seem to get. Adjusting the nozzle provides plenty of pressure to thoroughly clean without damaging paint. And, let's face it, that's all most of us really want.

Of course, the size also comes with the added bonus that it's infinitely portable which is a damn sight handier than a full-size washer, both for general manoeuvrability and when your mates want to borrow it. Which they will. A lot. For the money, I just can't fault it.

**In a nutshell: Tiny, good value, surprising performance**



# AIR FORCE ONE

**WHEN YOU'RE  
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SYSTEMS OUT  
THERE, HOW DO  
YOU CELEBRATE?  
YOU GRAB THE  
COMPANY FOCUS  
ST OF COURSE...**





Company car schemes. They're usually pretty boring aren't they? If you've ever had a company car yourself, or know someone in your family who has, you'll know you often have to choose from a fairly safe and mundane list of 'sensible' motors. Things are somewhat different in the tuning industry. Here, not only are the cars in question a little more exciting, but when the view from your office window is racks of choice tuning-parts, then it comes as little surprise to find one or two of them will work their way onto your chosen steed – all in the name of product demonstration and evaluation, of course!

This is the Focus ST-2 of long-suffering TPC employee, Matt Wootton. As part of his role as general manager in this fine tuning firm, Matt collected his unsuspecting car from his local

dealer – as you do – before enjoying it for a few weeks in standard trim. Now the Focus ST is one of the finest of factory hot hatches in standard trim. But when your desk is only feet away from wheels, tyres, exhausts and brake kits – what are you going to do? It didn't take the TPC team long to start creating their own idea of art, with the enticing blank canvas that the Focus had to offer.

As good friends of the team at the Rotashop online store, it didn't take the guys many meetings to work out the right rims for this ride. Rota GTRs look good on just about anything, but in white, against bright red coachwork, they work particularly well. Wrapped in a set of 235/35x18 Toyo Proxes T1-Sport. After all, with all that power from the factory – and the thought of more on the cards – this work's hack was always going to need a little extra help in the grip department.

Big wheels and bigger power also need similarly sized brakes if you want the whole package to hang together. Walking down the next aisle of the warehouse, Matt only had to open a set of the impressively sized 330mm V-Maxx brakes to make sure he had the stopping power – and looks – he needed. These stoppers really do look the part, tucked inside the big Rota rims – and with a set of EBC Yellowstuff pads and Goodridge lines fitted front and back, this ST can now haul itself down in a seriously short distance.

As the UK distributor for Remus, it seemed only polite to add one of their sonorous systems to the mix, too. Keeping things on the legal side, Matt opted for a cat-back performance system, complete with a brace of 115mm tail pipes to finish the look in the stock valance. Note wise, these systems have just enough burble and rasp to make life





interesting, without the drone and resonance that can spoil a daily-driven motor.

Whilst raiding the Remus catalogue, Matt also treated the car to one of the impressively compact Remus Powerizer units. These impressive little boxes of tricks are essentially a pre-mapped ECU upgrade, ramping the power up to 280bhp. Mapped to be super-safe, and leaving all of the factory protection in place, these units are a great way of sensibly and easily gaining additional power for a wide range of cars.

A few extra components helped achieve that power. Cold air is now a plentiful resource, thanks to the hungry, open jaws of the free-flowing REVO intake system. While excessive charge temperatures are just a distant memory due to the effective upgrade of a Forge front mount intercooler. Whilst on the phone to the Gloucestershire tuning giants, Matt also got Forge to add a set of their hoses, recirculating dump valve and uprated actuator in order to cope with the extra power and boost.

As a finishing touch of aesthetic genius, the front UK grille was replaced with a US version, with its much cleaner lines. Now, all of this would have made a great feature and demo car in its own right, but the final touch is the one that has had the most profound effect on the car's presence – the fitment of the digitally controlled AirREX suspension kit.

AirREX has perhaps best been known as the preferred supplier of air suspension systems for current internet breakers, Liberty Walk. Every single LW ride you have seen scraping the tarmac at either the Tokyo Auto Salon or SEMA rides on AirREX. It's not just about the quality, of course, as AirREX systems are pretty much 'plug and play', being much quicker and easier to fit than most of their competitors. This is because all the primary control components are contained

in a composite wood casing with a neat smoked acrylic window. Once this case was secured in position, two simple electrical connections (power and ground) and four 'plug and play' plumbing connections (one to each air spring) completed the installation.

Once in, the AirREX system had a few party tricks up its sleeve. As a fully digital system, it's wireless in operation and minutely adjustable from an intuitive, hand-held commander unit. Using this smart remote, each corner can now be controlled either individually, in pairs, or collectively. Ride heights can be configured at pre-set levels, while precise air spring pressures can be monitored from the commander unit's backlit TFT LCD screen. As if that wasn't enough, in addition to minute ride height adjustment, the well-engineered AirREX struts offer adjustable damping force for precise control of handling and feel. The system also scores highly by running a much lower power feed than many others systems,

being fused at just 20A – so much less likely to overload the electronics of the ST!

The result is a fantastic motor. Easy on the eye, rapid on the tarmac and definitely capable of turning more than a few heads with the suspension dialled in to 'stun' setting. Using one of the most practical of hot-hatches, The Performance Company really has knocked it out of the park with their 'company car'. Got any jobs going, Matt? 🚗



**The AirREX system is minutely adjustable via a hand-held commander unit**





## TECH SPEC: FOCUS ST-2

### STYLING:

US-spec front grille; TPC graphics.

### CHASSIS:

9x19-inch Rota GTR in white; 235/35ZR19 Toyo Proxes T1 Sport; AirREX air suspension digital remote management; Ultra Racing underbody front, mid and rear lower braces; V-Maxx 330mm Big Brake conversion with EBC Yellowstuff pads all round.

### TUNING:

Remus cat-back system with 2x 115mm tail pipes; Remus Powerizer taking power to 280BHP; REVO intake system; FORGE front mount intercooler and hoses; recirc valve and uprated actuator.

### THANKS

[www.theperformance.co](http://www.theperformance.co); [www.toyo.co.uk](http://www.toyo.co.uk);  
[www.revotechnik.com](http://www.revotechnik.com); [www.forgemotorsport.co.uk](http://www.forgemotorsport.co.uk).



*A tasty REVO intake system*



*The front grille was replaced with a US version #genius*



*Hear them roar*





# AIRREX®

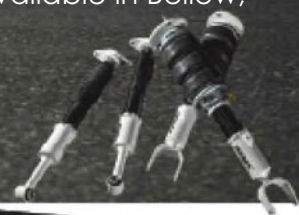
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# FRENCH

# CAR

# SHOW



## CASTLE COMBE PLAYS HOST TO THE FRENCH INVASION

**A** long time ago I attended the first ever French Car Show in my trusty Citroën AX GT, back then it wasn't much more than a few Peugeots in a field. Luckily, FCS has come a long way since those days and 2015 saw our favourite French show after Moulin Rouge celebrate its 15th anniversary. This year's event showed the French car scene is stronger than ever, and that the UK is still top of the class when it comes to fettling with la voiture. As you'd expect Castle

Combe was brimming with pretty much every Peugeot, Renault and Citroën you could imagine, with everything on display from the newer school DS3 and latest gen Clios to old school icons like the 205 GTi and R5 GTT. FCS always showcases a variety of styles and this year was no different with everything on display, from gleaming show cars to club motors. But as always it was fast road and track cars that reigned supreme.

Also at the show was the Lassa Car

Catwalk (which gave owners the chance to speak about their projects in more detail), a rolling road and even some free dodgems. Centre stage of the show though was the famous Castle Combe Circuit, which featured everything from full-on track cars to daily drivers hooning it around Quarry.

It was a great show and we're already getting excited about next year's event. Who knows, I might even have the AX ready in time (I doubt it – Jules). Anyway... until next year's show, bonjour!





## Smooth 306

There's not a lot of Peugeot 306s about these days and this is one of the best we've seen for years. Chris Tyers' 306 maybe subtle and smooth on the outside, but it's not on the inside, with an awesome interior and punchy VIBE install. And check out the awesome 205 GTi centred split rims with gold studs. Wow!



*C2s always look good slammed*



*Peugeot and Renault friends*



*Track ready*





*The Clio V6  
could have been  
another one for  
our Future Classics  
feature on page 78*



## Super detailed Saxo VTS

We featured Michael Fisher's Saxo in issue 309 back in 2011 and now it's back with a new revamped look for 2015. The car was finished just in time for this year's show and it looked immaculate. Top features include; 1.6 R1 bike carb race-spec engine, a fully tucked bay, custom hydraulics, dials relocated to the roof, a tucked and painted underside and gorgeous blood red candy paint.

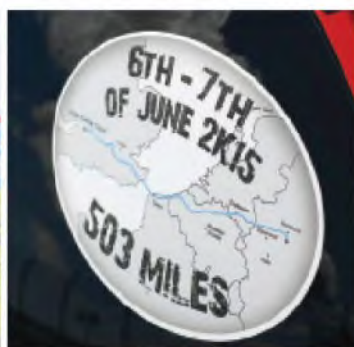




# SHOWS FRENCH CAR SHOW

## DIMMA 205 T16 Evo

What's French, has Japanese internals and will eat you for breakfast? It's DIMMA's Peugeot 205 T16 Evo project. What's that then? Well it's basically a Mitsubishi Evo VI with the body of a 205 T16. The killer looks of a 205 rally car of yesteryear with the handling of an Evo. Perfect!



Cossie-powered Clio = epic

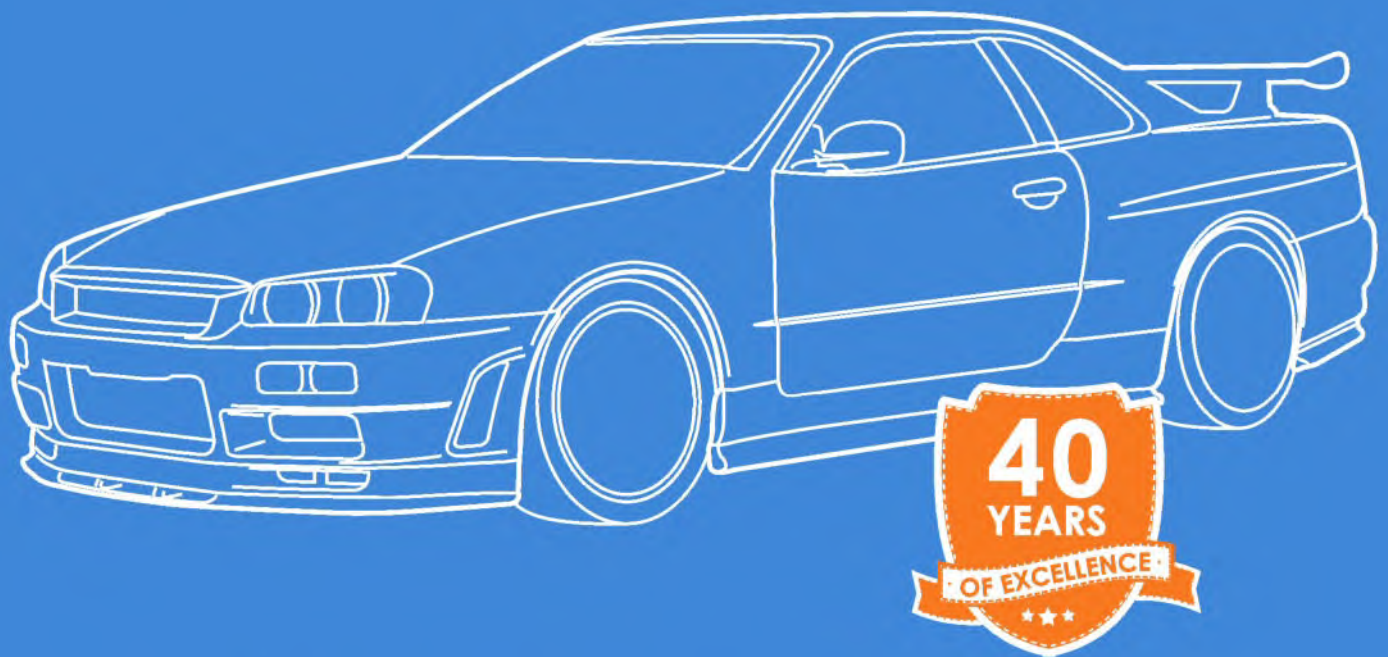


## Go next year...

Details are not yet confirmed, but FCS 2015 is likely to be early June, at Castle Combe. Keep an eye on [www.frenchcarshow.co.uk](http://www.frenchcarshow.co.uk) for the latest.



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photo: Dan Pullen

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photo: Kewe.be

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BMW E30





# PAUL MANABAT'S EVOX

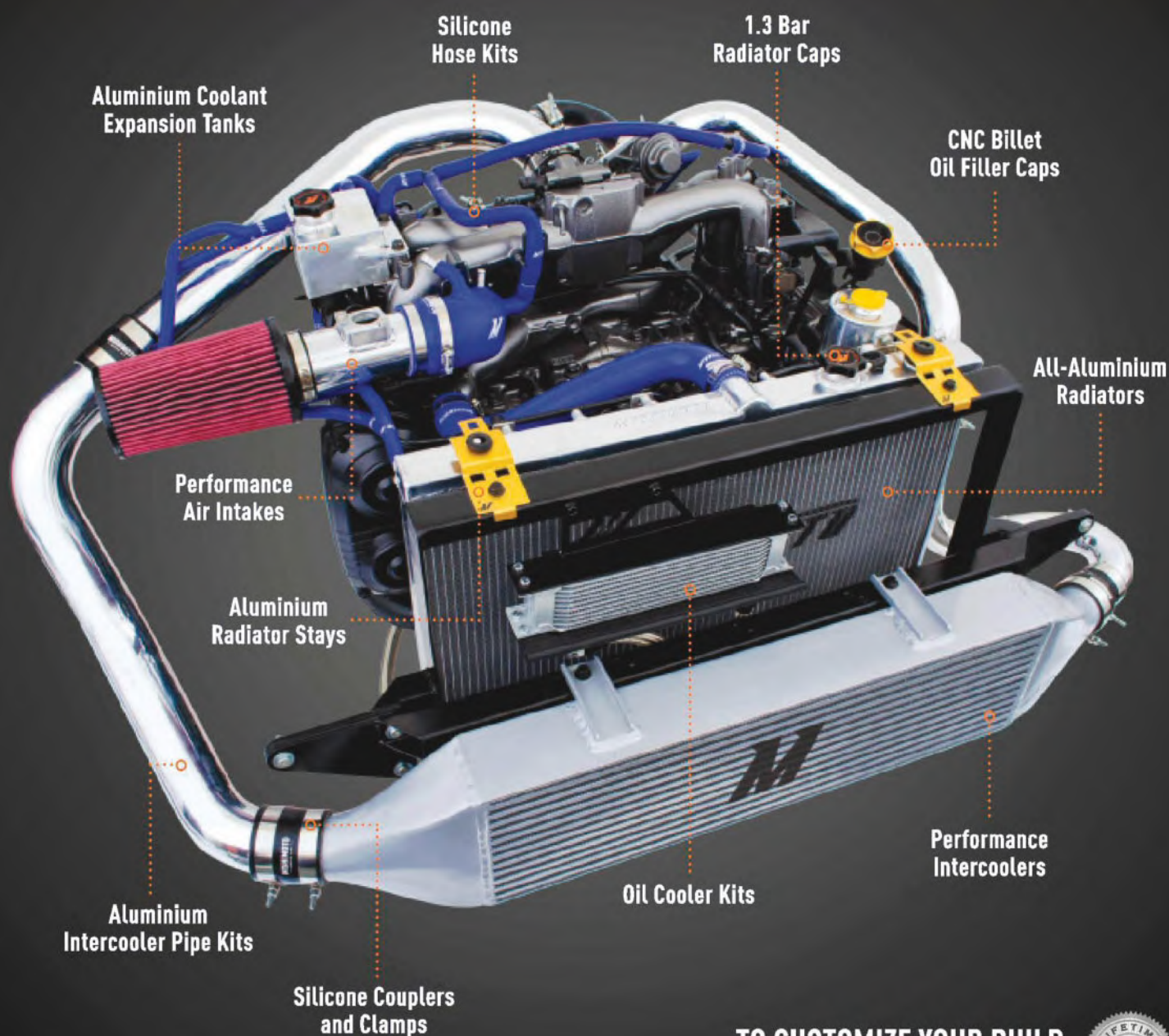
photo: Mike Kuhn





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# RETRO RIDES

**N**ot many things get better with age apart from our Initial G (ahh thanks – G) and the cars in this section! There's just something endearing about old motors, whether it's their nostalgic nod to 'the good old days', the velour interiors or that slightly musty smell that reminds you of your grandparent's house. They just seem to have more character. This is especially the case when you take one and give it a new lease of life with some well-chosen modern day mods. Here's some of our favourite old skool motors on the scene at the moment...



BMW E30 .....	064
Mk2 Golf .....	072
Future Classics .....	078
Porker 964 .....	082
LeCar R5 .....	088









# BOMBS AWAY!

***THIS E30 BOASTS A BARKING SIX-POT, STEALTHY PAINTWORK AND A WHOLE HOST OF COLD WAR STYLING CUES – IT'S A LONG WAY FROM YOUR AVERAGE TRACK-DAY BEEMER!***







The BMW E30 is one of those cars that once littered the streets of the UK. It was a common sight and though undoubtedly a good looking and fine handling car, their sheer ubiquity meant that only the likes of the M3 and the larger capacity six-pot models really attracted much attention from the tuning fraternity. It was a similar story around the globe, with the cars steadily building up a hardline, intensely loyal following, something that's only grown in size and fervour as the E30's numbers have begun to dwindle. A rich motorsport history and a career spent kicking the stuffing out of all comers in touring car championships across the world helped as well. And that goes a long way towards explaining why the vast majority of tuned E30s tend to stick with the racing theme. All of the above makes this car a welcome breath of fresh air.

It's been put together by long time *Fast Car* photographer Kevve Raekelboom, and, in looks at least, it's about as far from those pristine, inch-perfect race cars as it's possible to be. Not that that's a bad thing of course. Kevve's car just looks a lot more brutal, raw and, dare we say it, menacing.

Those bare-metal Kirkey bucket seats are a case in point. They look like they've been lifted

straight from the cockpit of a B52 bomber! In fact the whole interior wouldn't look too out of place in some kind of Cold War plane. With all traces of carpet removed and replaced with matt black paint, the rear bench having been dumped, the extensive Wiechers roll cage poking its way into every corner and no ICE at all! "Who needs music with a car that's this loud and sounds this good," chuckles Kevve.

In fact the only minor concessions to comfort and everyday usability to be found anywhere inside are the leather-clad dashboard, doorcards and transmission tunnel – all of which provide a foil to all that uncompromising exposed metalwork.

This brings us onto what's under that pristine bonnet, in this case a carefully fettled BMW six-pot. Now BM's six-bangers really are the stuff of legend, blending performance with everyday usability and, of course, one hell of a soundtrack. The proof of this is in the pudding, with the unit between the front wings boasting a handy 190bhp. That's a figure that's been coaxed from the 2.0 by simply adding a custom side-exit exhaust system, an aftermarket induction kit, and a few other minor fuelling and cooling mods. Okay so 190bhp isn't exactly going to cause GT-R owners to wake in the middle of the



night sweating with fear, but it's plenty in something as lightweight and well balanced as this E30. Gear selection duties are ably handled by a tight, six-speed manual – again chosen as it makes the most of the modest power available.

The drivetrain is all very conventional and wouldn't look at all out of place on a budget E30 track car, but that stunning grey paintwork undoubtedly would. It's actually Lamborghini Gallardo grey, and makes the boxy, bluff looking Beemer appear even more aggressive and moody, with the result being that the car now has more than a hint of navy





*How low can you go?*



*You'd never kick a  
six-pot out of bed*





*Stylish all round*



fighter jet going on.

"I'd been wondering what colour to go for for months. I hadn't spotted anything that really appealed to me," Kevve recalls. "It was only when I spotted this on a Gallardo in Las Vegas that I made up my mind – it was love at first sight!"

There's a lot more going on here than meets the eye, with Kevve having blended sought-after OEM extras (like that deep DTM front valance) with carefully selected aftermarket parts, all of which make the car look that much more purposeful.

Fully paid up Beemer-geeks will no doubt have spotted that Kevve's also taken the slightly unusual step of fitting the facelifted E30 front end with pre-facelift chrome bumpers. This is a mod that, on paper at least, really shouldn't work. And yet there's no

doubting that it really, really does, with the bright chrome helping to break up the dark grey paintwork perfectly.

While it's probably the shade of Lambo grey that grabs most people's attention to start with, it's Kevve's choice of wheels and his car's sump-botheringly low stance that really get them talking.

The former are 17in VXS210 VIP Modular Wheels and were chosen precisely because they're so rarely seen on BMWs, with most E30 owners opting to run BBSs or something flat-faced and motorsporty. Their copper colour also helps them stand out against the grey and black bodywork, though their considerable width (8in at the front, 9in at the rear) meant the inner arches did have to be modified to provide enough clearance for them. The suspension is actually a custom air

## KEVVE

*ou've got a bit of a thing for modified BMWs, haven't you?*

"Yeah I do. And some of you might remember my old E21 on BBS alloys. I just love the look of retro BMWs."

*Why did you decide to build the car in the way that you have?*

"I can't stand stock cars, so it was always going to be tuned to some degree. I love building project cars that stand out from the crowd, hence why I draw inspiration from all over the place."

*How long did it take to build?*

"A long, long two years! "

*What's on the telly tonight then?*





**“The wheels were chosen  
precisely because they’re  
so rarely seen on BMWs”**







*There's an invitation we can't refuse*

kit from Kean Suspensions, Kevve having decided that only bags would leave him the stance he knew the car demanded.

"There's nothing available off the shelf that goes low enough, so I had to go the bespoke route," he says. "I don't know how much lower it is than standard, but it touches the floor with the engine, front lip and exhaust, so I can't go any lower!"


Two long years of hard work have resulted in one of the best BMWs currently on the modding scene, one that's all the better for looking totally different from pretty much every other E30 out there.

There's no doubting that Kevve's looked far and wide and drawn on all manner of

influences when building it, with the mix of OE hardware and exotic parts offering pretty much the perfect blend, and all on a model that's now a very rare sight on our roads.

Kevve's still tight lipped when pressed about plans for the future, though he does admit that he might move on to tackle something totally different.

"I'll either start afresh and build something new, or I'll go to town on the engine with some kind of crazy, big-power turbo setup!"

Whatever he chooses to do, we're confident that Kevve's eye for detail and knack for thinking outside the box will result in something that's seriously cool and, with a bit of luck, massively powerful too! 

## STYLING:

1983 BMW E30 with Lamborghini grey paintwork; custom widened inner arches front and back; facelift front end with pre-facelift front bumpers and trim; DTM front lip; Speedhunters towing hook; windscreen wiper delete; OEM Hella yellow headlights; deleted right side mirror.

## CHASSIS:

Custom air suspension from Kean Suspensions, with AccuAir management and VIAIR compressors; 8x17in and 9x17in VIP Modular Wheels VXS210 in custom copper, golden bolts; 185/30x17 and 195/40x17 Nankang NS20 sport tyres; rebuilt OE brakes with aftermarket pads.

## INTERIOR:

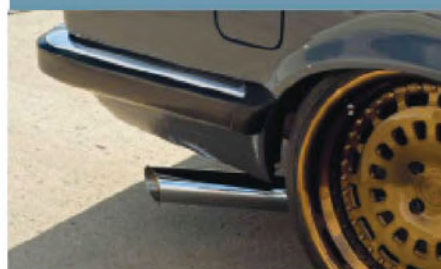
Kirkey Racing lightweight bucket seats; matt black interior; rear bench deleted; leather-clad dashboard, doorcards and transmission tunnel; multi-point Wiechers roll cage; deep dish sport steering wheel.

## TUNING:

E30 M20 2.0 I6 with aftermarket induction kit; custom stainless exhaust with straight through centre section and side exit; six-speed manual gearbox.

## THANKS

A massive thanks to my brother, who helped me on loads of things on the car, even during the long nights working to get it ready; my girlfriend for the many, many hours together in the garage working on the car and helping me find parts on the internet; my sister, for picking up parts for me everywhere!; my brother in law for helping me with building those seat-rails; John for painting the car; Kean Suspensions for supplying the air suspension parts; Christophe from Sexy Wheels for getting the VIP Modular Wheels.





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# BACK TO THE NEW SKOOL

***THE GOOD OLD DAYS OR  
A WHOLE NEW ERA?  
SOMETIMES WHAT'S BEST IS  
A HEALTHY SLICE OF BOTH***

**R**ecently the bods at Jaguar decided to hand-build six, brand-new, lightweight E-Types, with original (albeit unused) 1963 chassis numbers, then sell them to special customers at £1.2 million a pop. Jassi's Mk2 Golf reminds me of those.

You see, there's a lot to be said for nostalgia. For one it captures the heart. They reckon there's no school like the old skool and there's plenty of truth in that. After all, if that wasn't the case, you wouldn't see so many new Fiat 500s and MINIs tooling around every city in Europe. The same goes for genuine classic cars, which have become infinitely more popular, not to mention sought after by all the cool kids over the past few years.

What's really interesting though, is that wonderful situation when old skool meets new skool head on. Nowadays the most successful creations prove that retro motoring in the 21st century doesn't have to mean regular breaking down in some rusty old shitbox. Plenty of today's classics are restored in a way that embraces new technology and techniques. Out-dated parts are often









**“It’s like 1980s  
VW bods have  
gone loopy  
on the ‘luxury  
options’ budget”**



uprated, performance and drivability along with safety can be advanced, in fact it's the essence of all modifying – to evolve.

Jassi's car is the epitome of this notion. It's about harking back to the old aesthetic with a sneaky bit of updating along the way. This one though is less of a restoration project and more of a new build that's been completed with the utmost respect for the original. Sure it's practically a whole re-manufactured motor, but the modifications are there simply to enhance the ideas of the past, not totally change them. It's an exercise in showing what could have been done if the Mk2 Golf had rolled out of the factory last week – or what would have happened if the 1980s VW bods had access to new-age materials and went a bit loopy on the 'luxury options' budget. It shows no compromise, and that's a rare thing.

Now correct me if I'm wrong, but if Bill Gates were to put together a more-door Mk2 Golf, this is exactly how he'd do it – with absolutely no expense spared. It's blindingly obvious that this fusion of old-skool style and new techniques and materials didn't come cheap. Many of the mods, particularly the carbon items are total one-offs, for a start.

But it's also a story about friendship. Jassi certainly didn't have the big-budget technicians of modern-day car manufacturers when he rescued this "pretty straight" Golf 1.6L shell. Instead he turned to his friends, veteran retro VAG modifier Parm Bhambra and a few other enthusiasts who would get the job done to the hand-built, concours standard that he was after.

Despite the super plush and extravagant outcome, it was by no means a build that was done in a McLaren-style sterile workshop either. Just take the crazy 300bhp VR6 engine. That was tuned and fitted by Jassi's mate Hardip, on his drive, in just under two days.

Credit where credit's due, Parm has been instrumental to the car's

success throughout the whole build, a kind of project manager for Jassi. You may remember Parm had his own project, a rather fetching TT-engined Mk2 Golf Rallye, in *Fast Car* a few months ago, so it's clear he's no stranger to updating the odd retro ride. Even so the job was far from easy, when you're doing anything at this level, it takes more than a little attention to detail. And on this one the details are immense.

Apart from the engine, which is pretty bloody special in its own right, the most obvious use of modern technology was the use of materials like carbon fibre. Many of these immaculately autoclaved pieces were sourced or made as one-offs by Parm's industry

***It's all in the details***







*What a thoroughly handsome monster*



*Going back to the old skool*





All leathered up (like Jules at the weekend)



contacts. The fitting and blending of the wide arches was also expertly completed by a few of his mates in a local body shop.

There's plenty of small but delightfully anal details here, stuff like the fact they've taken the time to retrim both the amps that are on show – along with just about everything else inside the car, even the small bits and pieces such as window winders and door handles.


Just like the carbon fibre, the sandy Alcantara is also a space-age composite material, a point that hasn't gone unnoticed here at FC. The leather used to trim those electric Recaros on the other hand isn't quite as cutting-edge because it comes from cows (no shit – Jules). That said, they're not just any cows, they're special Bentley cows – opulent to say the least!

The use of modern technology doesn't stop with the materials or application. The parts Jassi has chosen are right up there with anything you'll find on *The Gadget Show*. The stance comes courtesy of the latest Air Lift V2 kit. While the sounds are provided by some of the most up-to-date gear from JL Audio and Audison. Suffice to say it's all super-premium stuff.

Even the wheels are super-rare, super-modern and custom made – in a thoroughly retro kind of way. Machined from solid forged billets by Budnik in California, they're the sort of all-American hot-rod rims you'd normally see on a Gas Monkey creation – a fusion of old and new in their self.

I guess my point is this car is something of a missing link between

past design and future technology. It's inspired by both periods when so many out there simply look to one and call their creations either old skool or new skool.

A great 19th century philosopher once wrote that “the future influences the present just as much as the past”. If he'd lived long enough to see Jassi's Mk2 Golf, he'd know he wasn't wrong. 







## JASSI

*What do you find most inspiring, the future or the past?*

"For me both are the same. What could be the future is just as inspiring as what happened in the past, especially with cars."

*Did you know that Friedrich Nietzsche said something quite similar in the 19th century?*

"Come on, you just Googled quotes about the future, trying to look clever didn't you?"  
Er, yeah, okay. You got me.

*So shiny and new (but also old)*



## STYLING:

Wide arches; Porsche door handles; single wiper conversion; carbon mirrors, roof, small bumpers, door trim, rear trim and tail light trim.

## CHASSIS:

Fully-chromed 8x16-inch Budnik wheels with custom offsets (ET 35 at front and 15 at rear) and Porsche centre caps; Toyo Proxes T1 195/40R16 G60; 280mm disc brakes; Air Lift Performance V2 kit with dual compressors and polished tank; chassis notch; Powerflex bushes.

## INTERIOR:

Porsche steering wheel; Recaro Edition One electric seats trimmed in Bentley Tan leather; dashboard, roof lining and various other interior panels trimmed in sandy Alcantara; custom rear view mirror, door handle inserts and window winders.

## TUNING:

2.8 supercharged VR6 engine by Z-Engineering; 6-speed Quaife race gearbox; Mk3 Golf VR6 sports exhaust race manifold; VW Corrado aluminium racing radiator; oil cooler; relocated battery.

## AUDIO:

JL Audio W6 10-inch subwoofer; V2 500/1 amplifier and (2x) JL Audio V1 300/1 amplifiers; Alpine single-DIN headunit; Audison two-way 6.5-inch components in custom housings; and 5.25-inch coaxials (rear).

## THANKS

Parm Bhambra; Hardip for the engine conversion.



*The perfect fusion of old skool and new skool*





# FUTURE CLASSICS



## ***ELEVEN CARS YOU SHOULD BUY NOW WHILE YOU STILL CAN***



### **BMW E36**

It seems inconceivable that the BMW E36 is now over 20 years old. And that it's becoming a fairly rare car, certainly not the common piece of street furniture it was a mere five or so years ago. Of course, a big part of this is down to drifting. The E36 happened to be the cheapest rear-wheel drive car going just when drifting exploded into the mainstream, and many of them ended their days stuffed into a wall by a grassroots drifter still finding their feet and cutting their teeth. Good, affordable examples are still out there though, particularly if you're willing to pay a bit more. Dirt cheap M3s are no more, but you should still be able to find a 2.5 six-pot for under £2,500, or a 2.8 for just over £3,000.

**E**ver wished you'd bought a car when you had the opportunity? It's easy to forget just how fleeting a particular model can be. One minute it's flavour of the month and its virtues are being shouted from the rooftops. The next it's a common sight on every street corner, slowly becoming something of a banger, before painfully shuffling off to be a rarity.

Some cars are guaranteed to become future classics and so have nothing to fear. But some (in fact, most) models must go through a protracted period of being distinctly undesirable before finally coming out the other end and benefiting from soaring values. All of this means that you have to act fast if you want to grab a bargain, certainly if the car in question is getting on in years or much sought after in the cut and thrust world of motorsport.

We've picked out 11 cars that are currently easy enough to track down and cheap (ish) to buy, but will soon become rare, sought after and expensive. It's time to fire up eBay and get shopping!





#### PORSCHE 944

A leftfield choice maybe, but certainly one that's worth careful consideration. If we'd compiled this list just five or so years ago we'd be spoilt for choice and any number of turbo models would've been up for grabs. But the 944 is now rare and rightly sought after. There are still plenty of options that come in well under budget though, particularly if you're willing to go for a naturally aspirated 2.5 model instead of the boosted range topper – though even these can be had for £8,000 or so. All models come with amazingly '80s looks, presence in spades and that Stuttgart shield perched on the low, sloping bonnet. It's a cheap, old-school Porsche at the end of the day, so make sure you buy the very best you can afford. Look after it carefully. Enjoy the attention you get. And, you never know, you might just make some money when it comes to sell it on. Price: £4,500–£10,000.



#### NISSAN 300ZX

Nissan's '90s supercar can still be picked up for a few grand. Though you'll want to budget for repairs and big recommissioning bills if you do opt to take a punt on a forlorn looking example. Prices for these tend to fluctuate wildly depending on whether you're looking for an auto, a manual, a naturally aspirated car or a turbocharged one. With the most desirable (and therefore expensive) combination being a well looked after V6 turbo with a manual 'box. Finding a good one of these can be tricky nowadays as the mid noughties weren't kind to the 300ZX, with far too many spending much of the decade being run on a shoestring or up on bricks after going wrong! Look carefully and your patience will be rewarded though, as decent cars are out there and waiting to be found. Just make sure you budget for repairs and servicing. Good manual turbo cars start at £5,000.

#### GOLF GTI MK3/4

Bear with us here. We know that the Mk3 GTi is considered the poor relation in the Golf family and that the Mk4 is still a common car. But that won't be the case for long. Let's start with the Mk3, a car that was roundly slated by the press at launch for being underpowered, uninspiring and more than a little flabby. Time cures most ills though and the Mk3's rounded lines have aged better than we would've thought possible. Best of all, they're still dirt cheap and fairly easy to find – buy one now while they can still be had for pocket change, stash it away and wait for it to go up in value. The Mk4 was another Golf that didn't quite set the world alight. But you could get one with the handy 20v turbo, or, if you are feeling particularly flush, the R32 with its 3.2 V6. Both will begin to rise in value in the coming years and could well make for a moderate future investment. Mk3s can be had for between £500 and £1,500, Mk4 GTis for £800–£2,500 and R23s start at £5,000.





## BONUS: FUTURE CLASSICS

*Skodas: no longer laughed at*



### SKODA OCTAVIA VRS MK1

There was a time not so long ago when the very notion of a moderately fast, desirable Skoda would've been utterly laughable. But the first gen Octavia VRS changed all that. Strong VW underpinnings and that 20v AUQ turbo engine helped of course, but so too did the bargain pricing, squared off looks and some badass looking WRC cars. Mk1 VRSs are now staggering performance bargains. Slightly leggy examples with over 150k can be had for around a grand, while pristine cars with barely run in engines can be yours for between £2,000 and £2,500. Okay, so 180bhp isn't much nowadays and it won't exactly scare modern hot hatches through the bends, but 220bhp can be had with a decent remap and some induction work and the 300bhp barrier can be broken fairly easily by swapping the OE K03 for a larger K04. Cheap, easy to find and very tunable – what's not to love?



### NISSAN 200SX

Another car that was once a common sight on our roads but, thanks to their popularity among the drifting fraternity, is now fairly rare, certainly in standard condition. It's not hard to see why these cars have been popular when it comes to going sideways. They look great, the engines can be made to make decent power, and they tend to slide fairly well out of the box. Of course, if you decide to buy one it doesn't mean you're duty bound to use it for drifting (though everything you could ever want to make it even more suitable for that is available aftermarket). And it's all too easy to forget just how good these wedgy coupes look in their own right, especially when compared to more modern, rounded offerings. Prices tend to vary depending on whether you're looking at an S13 or an S14, plus heavily modified examples being sold as 'drift ready' seem to attract a bit of extra attention. We'd look hard and try to unearth a clean, manual and standard (ish) S13 for between £2,500 and £3,000 and then stash it away.

### LUPO GTI

The little Lupo should need no introduction to most of you. It's been playing the role of the default 'starter VW' for years now and playing it to perfection. The pick of the lineup has always been the excellent GTi model with its buzzy 1.6 16v engine, a unit that might only deliver 123bhp, but one that more than makes up for it in throttle response and drivability. Combine that with fun, chuckable handling and the subtly aggressive looks of that body kit, and it isn't all that much of a surprise to learn that good Lupo GTis are starting to command strong money. At the risk of sounding a touch clichéd, this car truly can be seen as something of a modern successor to the all-conquering legend that was the Mk1 Golf GTi. That alone should be enough to convince you that it's a wise investment. Price: £2,500–£5,000.





### MAZDA MX-5 MK1

Yes, yes, we know that the humble Mazda MX-5 isn't exactly rare at the moment, but it can't stay that way for much longer. Think about it. The first of these cars rolled off the line way back in 1989, so the oldest examples are now a whopping 26 years old and their numbers have begun to fall over the last few years. That's the bad news. The good news is that if you act now you can bag yourself one of the defining Japanese sports cars, one that blends good looks with an almost universally praised chassis, and all for less than a return flight to the Far East. Power isn't exactly the MX-5's strong suit and that's the case whether you plump for a 1.6 or a 1.8 model. But then power isn't the be all and end all and there's a lot of fun to be had from just revving the hell out of the OE equipment and exploring the limits of that superb chassis. Early 1.6s can still be had for just over a grand, though you might want to pay a little more to get the slightly quicker and more sought after 1.8 (which can be had for £1,800 or so).



### SUBARU IMPREZA

The days of classic Imprezas being found for peanuts are probably behind us (though keep your eyes peeled and you may still get lucky). But there are still plenty of cheap examples of the unloved 'bugeye' generation to be had for under £2,000. Now these cars weren't exactly welcomed with open arms when launched at the start of the last decade. But if you can live with the slightly odd looks you'll be rewarded with a genuinely capable car, one that's got all the good stuff that made Imprezas such a force to be reckoned with on the WRC stage. If you're willing to pay more, your options really do widen, and a budget of £5,000 or so will see you looking at not only the classic shape cars (in turbo guise), but also the newer 'blobeyes' and 'hawkeyes'. All are fine cars with loads of potential, though we can't help but think a good classic in near standard condition would make for a good investment in a few years time.

### FOCUS RS MK1

Now we imposed a vague budget cap of £10,000 when devising this feature, though of course most of the cars have fallen well within that. The Mk1 RS is an exception as though there are a few examples around the 8k mark, the majority still seem to go for slightly over budget – and that's despite them being well over 10 years old now. Still, there's a lot to love about the Mk1 RS. They look fantastic and bear more than a passing resemblance to the full-fat WRC cars (perfect if you've always fancied pretending to be Mr McRae or Mr Sainz), drive well in a thrashy way, and, as is the case with pretty much all RS-badged Fords, are destined to hold their value. They probably dropped to their lowest price a few years ago and the really ratty cars have more than likely been broken for spares, so that means there are a number of great examples out there just waiting to be snapped up.



### RENAULT CLIO 182

The French really do know a thing or two about knocking out a good hot hatch, and if there were an award for the manufacturer of the finest Gallic example then there's a fair chance it'd go to either Renault or Peugeot. Our 10k budget opens up a whole host of entertaining options including the mighty Clio Williams (most good ones are around the £5,000 mark nowadays) and smattering of Clio 197s, and both make for tempting purchases in their own right. However we'd be tempted to save our money and hunt out a good 182 Cup instead, especially as decent examples can be had for less than £2,500. The 182 is perhaps the last of the truly hardcore Renault hot hatches. It's fast, raucous, stiff, uncompromising and feels like it's made from balsa wood – perfect for monstering British B-roads and almost guaranteed to go up in value. Prices from around £1,500 to £3,500.







# Perfecting Perfection







*Rotiform TMB Classics, with a touch of matt gold*



**WE'RE THE FIRST TO ADMIT THERE'S NOTHING ESPECIALLY GROUNDBREAKING ABOUT THIS PORSCHE 964. BUT THE WAY IT'S BEEN MODIFIED LIFTS IT HIGH ABOVE PRETTY MUCH ANY OTHER PORKER YOU CARE TO MENTION**

**H**ave you ever stopped to think about Porsches and the people who buy them? Very few manufacturers inspire such a devoted following. So much so that the fervour of the Stuttgart faithful can be a little alarming and at times their levels of devotion can verge on cultish!

It isn't all that hard to see why Porsches command such a following though. Not when you consider both the quality of the cars they've knocked out and the fact the entire company has been built around the ethos of 'evolution, not revolution'. This all means Porsches tend to hold their value very well indeed, meaning highly modified examples are few and far between. That makes this 964 Carrera 2, undoubtedly one of the prettiest 911s to ever emerge from the 'Stuttgart Skunk Works', all the more special.

Owned and built by Daniel Karolyi from Austria, it boasts a bellowing modified boxer engine, millimetre-perfect stance and the kind of fit and finish that would make Rolls-Royce

engineers nod and smile.

"It's such a beautiful car," says Daniel, "for me it's easily the best 911 out there. Of course, it's also the last generation of 911 with the iconic air-cooled engine in the back, so there's that as well."

Now there was a time, roughly 10 or so years ago, when Porsche 964s were fairly cheap (in relative terms) and affordable. But that boat had well and truly sailed by the time Daniel came to buy his dream car. Unwilling to compromise on his perfect Porsche, Daniel spent many long months hunting around for the cleanest car his budget could stretch to, eventually coming up trumps with this car.

"A good friend told me he knew somebody with a clean, standard 964 up for sale," he recalls. "I drove up to the seller's house and heard it before I saw it – it was in brilliant condition and I bought it there and then."

Daniel started off full of good intentions about keeping his purchase exactly how Ferdinand intended, though the Porsches'

factory charms couldn't keep the desire to tweak and personalise at bay forever, and within months the floodgates had opened.

First on the agenda was a little ride height adjustment, something Daniel was keen to achieve without compromising the 964's legendary handling prowess – hence the lack of air suspension. In the end he plumped for a set of H&R lowering springs with suitably uprated dampers all round. These give a noticeable drop in height, but it isn't so low it causes the car to bottom out, crash or otherwise behave like your average 6N Polo on hack-sawed springs!

The only aspect that wasn't entirely as Porsche intended when Daniel bought it were the wheels, with someone having opted to swap the factory alloys for 17in Porsche Cup alloys. Nice enough, but they didn't really work with the car's newly lowered stance.

"I looked around for a long time trying to find the right wheels. I wanted something different from the usual motorsport alloys you



**“I heard it before I saw it  
– I bought it there and then”**



*The interior includes a  
Heigo multi-point roll cage*



### **DANIEL KAROLYI**

*Hi Daniel. Was it a bit of a struggle finding a Porsche within budget?*

*“Massively so. Good 964s are worth a lot of money, so finding one that wasn't past its best and within my budget took a long time.”*

*Where did you get inspiration for the car from?*

*“I work as a sales manager for VW, Audi and Skoda, so I see a lot of cool cars every week. That played a part.”*

*Why did you tune it?*

*“I never intended to tune it at all. But you know how these things go...”*



## BONUS: RETRO RIDES

*The car boasts a very respectable 286bhp*



*And it sounds just as good as it looks*



## TECH SPEC: PORSCHE 964

### STYLING:

Porsche 964 in Midnight blue; gold vinyl wrap '64' livery.

### CHASSIS:

H&R custom length lowering springs and uprated dampers all round; Rotiform TMB Classic three-piece alloys, 8.5x18in (front) and 10x18in (rear); 215/35x18 (front) and 245/35x18 (rear) Continental Sport Contact 2 tyres; Porsche Racing discs and callipers with Redstuff pads.

### INTERIOR:

Original Porsche grey leather seats and interior fixings and fittings; Heigo Club Sport roll cage.

### TUNING:

Porsche 3.6 flat six 'boxer' with 200 cell sport cat and cup centre section and back box; high flow inlet and AFM; aftermarket air filter; DME chip; five-speed gearbox.

### THANKS

Flachwerk & AH Exclusive; Mingo from Blackbox Richter; Rotiform.

often see on Porsches," Daniel explains.

In the end he opted for a set of Rotiform TMB Classics, stunning three-piece splits that looked brilliant right out of the box, yet became that much better when the centres were treated to a coat of matt gold. There are a few feelings that, as modified car fans, we can all experience and appreciate, and the joy of lowering a car onto a new set of alloys is right up there with the best – this car really does look stonkingly good.

Obviously Porsches aren't exactly short on power in OE guise, though you might be slightly surprised to learn that the 964 left the line with a whisker under 250bhp – hardly enough to set the world alight now that any hot hatch worth its salt is packing 260bhp or so.

Even so, Daniel was at pains to preserve the essence of what makes this particular Porsche so special – that air cooled, naturally aspirated flat six. Forced induction was a no-no then. Daniel instead turning to old school NA tuning to up his porker's power.

That explains the focus on induction and exhaust modifications, with the former taken care of by a high flow inlet tract and performance air filter, and the latter by a sports cat and Porsche Cup centre section. The ECU has also been chipped and power is now at a much more respectable 286bhp, all sent to the rear wheels through the slick Porsche drivetrain.

Exterior mods have been fairly limited – a good move in our book as it's very hard to improve upon the 911's timeless good looks. The one tweak is a subtle vinyl race livery that's been designed to ape those found on older racing Porsches and matches the gold of the alloys; simple, subtle changes that add to the look of the car without going over the top. It's about as far from those RAUH-Welt creations as it's possible to get in Porsche-land. "I always intended to keep the outside subtle and restrained. The 964 is such a great-looking car right out of the box, especially as mine came in the best colour – Midnight blue."

Finally we get to the interior, a rather subtle grey affair that, as you might have guessed by this point, is near enough exactly as it was when it left the plant.

The one change that Daniel has made is to fit a Heigo multi-point roll cage. This certainly isn't a track car and Daniel has no intention of using it as such, but it's a nice addition that looks right at home amongst the sombre grey leather.

At the end of the day, you really would have to have a heart of stone to not at least appreciate how this car looks. Yes Porsche themselves did much of the hard work in this respect, but Daniel's keen eye for detail and well thought out changes have helped lift the car even further.

The Porsche sounds and goes as good as it looks, with the charismatic, high pitched snarl from that rear-mounted, air-cooled boxer being one of the car's defining features. That might yet get better still, with plans underway for a custom stainless steel exhaust system. **FC**



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# SOLE SURVIVOR

**RENAULT WERE ONCE KEEN TO STRAP A TURBO TO EVERY MODEL IN THEIR '80S RANGE. THIS RARE LITTLE R5 MUST BE ONE OF THE COOLEST OF THE LOT...**

Renault were on a bit of a roll in the early '80s, and their hugely powerful (and it must be said, hugely unreliable) F1 cars really were doing a great job of promoting forced induction as the engine technology of the period. Of course, the company sought to capitalise on this turbocharging expertise, and many of their cars from the 1980s have gone on to be cult performance classics.

Even mundane models like the Phase 1 R5 got a dose of boost. Most famously the snorting, rear-wheel drive, Maxi turbo built to enable Renault to go Group B rallying. But also the more affordable front-wheel drive variants, badged through most of the model's life as the Gordini Turbo. These cars were at the cutting edge of road-going turbo technology for a while, even if the engines being boosted had been used for decades already.

Nowadays any '80s Renault is a rare sight in the UK, with rust and wear and tear accounting for the vast majority of cars before the turn of the century. This means that turbocharged variants of the 5 – like the Le Car 2 Turbo you see here – are now firmly in single figures. And the owner of this example, Adrian Fletcher, reckons his is the only one of its type left on the UK's roads.

"I know of about six others, but they're all off the road and really rotten," says Adrian. "I've had this car for about a year now, though I owned another when I was in my late twenties and swore I'd have another someday."

This car eventually turned up and though his girlfriend wasn't especially happy with the prospect of another Gallic motor taking up his time, Adrian eventually took the plunge and bought the Le Car. "I waited until she was on holiday in America for a few weeks, then snuck off to buy the R5!"

Adrian's car was built in 1985, making it a very late example, hence it being badged as a Le Car 2 Turbo instead of a Gordini. Crucially, and unlike the vast majority of its brothers and sisters, this 5 was in structurally sound







condition, with its 1.4 C6J Cléon engine also in rude health having only trundled 17,000 miles from new. Adrian ran the car for a few months before pulling out and stripping down the engine over winter, with a plan to eventually run EFI and ITBs on standalone Omex management.

"The whole project hinged on the Groupe 2 inlet manifold, a part that took three months to find and buy from Germany. Even that caused hassle as it was designed for a LHD car. So I carefully cut the bulkhead and inner wing out to give enough clearance without compromising the pedal box," muses Adrian.

The plan to run electronic fuel injection meant modifying the flywheel to circumnavigate the odd OE trigger pattern, plus retro-fitting a revised fuelling system with Jenvey fuel rail, Golf injectors, custom tank and 3.5bar FPR. 40mm tapered Jenvey throttle bodies were fitted to the manifold, a rare Mecaparts cam slotted into the head, and the turbo system given an overhaul with a new T3 unit and a novel cooling system.

"The gearbox sits right in front of the engine, with a long gear selector rod running under the car. Space is tight and we couldn't run a front mounted intercooler as you would on a modern tuned turbo car, at least not without ruining the front end."

Adrian ended up running a charge cooler, with a 12v electric water pump pushing

coolant round a custom unit comprised of a Fiat 500 radiator (here used as the pre-rad) and a barrel-type charge cooler, the latter found on US eBay. This setup has proved ultra effective, running just six degrees above ambient temperature. Power is reckoned to be 170bhp at just 7PSi (and all in a car that weighs just over 700kg), though Adrian plans to fit a larger turbo and run more pressure next year.

"The tiny factory clutch is a bit of a hurdle when it comes to more power, but I'm sure we'll find a way. The Omex ECU has the provision to run launch control as well, which I'd like to sort out, if only because it'll be hilarious," chuckles Adrian.

Chassis wise and it's all as Renault intended, albeit it much, much lower to the ground. Indeed, at its lowest point this R5 is just two inches off the tarmac, thanks to the fact that Adrian's drastically lowered the front and rear torsion bar systems, with Koni front dampers and SPAX Race rears. The car actually came with discs front and rear, and though hardly the most confidence inspiring setup in the world, they're more than capable of hauling the R5 to a stop.

It's a similar story with the interior and the exterior bodywork; both are near enough totally stock, and booth ooze effortless retro-cool. There have been some minor tweaks to the dash though, with Adrian

replacing the aftermarket boost gauge fitted by a previous owner with a standard one, and modifying and fitting a period correct Blaupunkt headunit with an iPod aux plug.

"The car didn't come with speakers from the factory. I didn't want to mess around with it, but I wanted to hear music on longer drives! I've fitted a pair of small 10cm speakers now, though they're pretty well hidden"

This is now an exceptionally rare car, and one that's caused Adrian more than his fair share of headaches. "I've grown used to my European postage costs being higher than the price of the component in question," he says.

The car is a significant part of not just Renault history, but also of production turbocharged cars, dating from a time when forced induction was something of a dark art. It's also seriously cool. And we can't wait to see many a surprised face when this thing screams off the line in launch-control mode! **R**





## TECH SPEC: RENAULT 5

### ENGINE:

1397cc crossflow C6J engine with stock bottom end; Mecaparts race cam; Groupe 2 inlet manifold; Jenvey individual throttle bodies; Jenvey fuel rail; Jenvey turbo plenum; VW Golf 1.8 turbo injectors; 2in straight through side exit exhaust; custom fuel tank and fuel setup; Webber/Jenvey FPR 3.5bar; custom Omex Wiring loom and Omex 600 ECU; Fiat 500 radiator used as charge cooler pre-rad; barrel type charge cooler; Forge silicone hoses.

### CHASSIS:

5.5x13in Fergat steels; 165/55x13 Accelera tyres; OE discs and callipers front and rear; new pads; lowered torsion bar system front and rear; Koni Road Sports front dampers; SPAX Race rear dampers.

### EXTERIOR:

1985 R5 Le Car 2 Turbo in Renault 620 Silver Grey; US-spec wing mirrors; front and rear bumpers and trims painted in black; Renault Boutique door handle trim.

### INTERIOR:

OE tweed trimmed seats and beige doorcards; Blaupunkt Windsor period headunit modified with iPod input; speakers and wiring added and hidden by Paul Hughes.

### THANKS:

Omex Technology for all their help in sourcing parts; Paul Hughes for wiring it all up; Guy Higgs for mapping it; and my misses for her patience and understanding.



*Like stepping back in time*



*It sits just two inches off the tarmac*





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	<p><b>SLIM JULES' BMW 335i</b> <span>P96</span></p> <p>The Bimmer is back from MStyle and it's packing quite a punch.</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: ADVAN TYRES • DIPPED INTERIOR • 3SDMS • HYBRID TURBOS • MILLTEK EXHAUST • FORGE FMIC</p>	
	<p><b>MIDGE'S AUDI TT 225</b> <span>P98</span></p> <p>Midge gets his hands on a firm and purposeful set of air bags, the dirty mucker!</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: PORSCHE 987 SEATS • 3M WRAP • SCORPION EXHAUST • FORGED 225 ENGINE • AVO COILOVERS</p>	
	<p><b>GLEENDA'S AX VTS</b> <span>P100</span></p> <p>Work hasn't stopped on the AX this month as Glenda has a delivery from Tarox...</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: 106 GTI ENGINE • JENVEY THROTTLE BODIES • 8 AND 9.5X15IN IMAGE WHEELS • OMP ROLL-CAGE</p>	
	<p><b>INITIAL G'S HONDA CIVIC TYPE R</b> <span>P102</span></p> <p>It's another trip up north to the legends that are TDI North for G-Man and his Type R.</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: TDI NORTH K24/20 N/A MOTOR • TITAN M/S ITBs • YOKO AD08S • TAKATA SEATS AND HARNESSSES</p>	
	<p><b>MARK'S MAZDA RX-7</b> <span>P105</span></p> <p>With the RX getting closer to its road return, Mark celebrates with a new set of track boots.</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: ROTA OPTION RIMS • CONTINENTAL TYRES • HKS T51R SINGLE TURBO CONVERSION</p>	
	<p><b>JAPFEST'S SUBARU IMPREZA</b> <span>P106</span></p> <p>With the new wheels and rubber bolted on there's no prizes for guessing what's next...</p> <p><b>Start</b> <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></span> <b>Never Finished</b></p> <p>MAIN MODS: ROTA TITAN WHEELS • TOYO PROXES RUBBER • BC RACING COILOVERS</p>	





Hybrid turbos for more boost



## JULES' BMW 335i



### DID SOMEONE SAY 430BHP...? THAT'LL DO NICELY.

So last month I dropped my car off to BMW Specialists and all round top guys, MStyle, for a bunch of tuning and styling upgrades. To refresh your memory the tuning parts list included a hybrid turbo upgrade, Forge FMIC and recirc valves, AR Design downpipes, a gorgeous Milltek exhaust system and a Mosselman Stage 3 remap.

As well as getting all that sorted they also fitted black gloss kidney grilles, M Sport rear bumper, front splitter and an MStyle competition rear spoiler, as well as taking out a small dink in the rear quarter that had been bugging me from day one of ownership. So yeah, they had a lot to get through and although I thought I'd lose my car for a few weeks, they had

the keys back in my hands just a week later.

The thing with taking your car to a specialist is that they know each model inside out, so can get jobs done quicker than general garages. The other benefit is peace of mind, I know these guys are good because they have been around for years and are a proper outfit. So every time I bury the loud pedal, a little voice in the back of my mind isn't telling me something might go pop.

But the big question is, how does it go? Bloody well, I can tell you! The guys at Mosselman say the car is kicking out around 430bhp and I can believe it, she's certainly the fastest car I have ever owned and the low-down grunt is phenomenal. I'm pretty sure it

would see off an E92 M3 and considering a decent one of those will set you back 20k, and my 335i owes me about half of that I'm pretty damn chuffed to say the least.

That's not all either; with the new rear bumper, spoiler

and front-end enhancement she's starting to look the business too. I've still got to sort the ride height issue and I'm contemplating a few other killer mods too, but for now I'm just enjoying 33% increase in power.







AR Design downpipe is a gorgeous piece of kit



The name of quality



## THIS MONTH

### PARTS

Rear Spoiler .....	£214.60
Kidney Grilles .....	£81.60
Rear Bumper .....	£476
Front Spoiler .....	£230
Dent Removal .....	£48

Total ..... £1050.20

### Contacts

[www.mstyle.co.uk](http://www.mstyle.co.uk)  
[www.forgemotorsport.co.uk](http://www.forgemotorsport.co.uk)  
[www.millteksport.com](http://www.millteksport.com)



New front spoiler and grilles freshen up the front end

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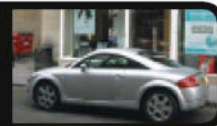
**Find your nearest stockist [www.evanscoolants.co.uk](http://www.evanscoolants.co.uk)**





Bags of fun

## MIDGE'S AUDI TT 225



### I'VE BAGGED SOME NEW SUSPENSION... PUN INTENDED!

Whoever said modifying was always easy? So far this month the TT has been on the back of an AA lorry (twice), I've fitted and re-timed a new cambelt due to a 3-tooth slip, then I needed a new cam position sensor, a new crankshaft angle sensor and a new coil pack all at the same time. All that and I've still got a few more miles before it's even run-in. So how do I feel about all those not insubstantial mishaps? I couldn't give a shit because my Air Lift kit has turned up and I haven't been this excited since... well, ever.

Yes, it's taken me a while to save the pennies (I kept spending it on exploding engine parts) but every dog has its day and it's finally my day, woof!

Now, I admit I've hardly

been an air ride pioneer, if you'd said to me a few years ago that I'd run it on my own performance car I would have laughed until the puke came out of my nose. That all changed though, when we built and raced the FC 350Z.

You see, running air isn't like the early days of getting 'universal bags' and keeping your fingers crossed, with Air Lift gear you really are looking into the future. As we found out with the big Nissan, not only are these modern kits direct replacements for your OEM suspension (in other words there's no fabrication or adapting needed to make 'em fit) but they're all engineered and thoroughly tested with track performance in mind.

This is handy in a car that, when it stops blowing up,

should be pretty bloody rapid.

That's also exactly why we were the first in the UK to test the theory and run an Air Lift kit in Time Attack, where we even got ourselves a podium finish. In fact, on the 350z I found the handling to be way better than standard, comfort was far better too and, of course, the uppy-downy showing off value was off the scale - people just couldn't believe what they were seeing. Apparently the new owner spends most of his time drifting the bugger too and that's not something you see very often. All these reasons made me choose Air Lift for the TT and from the quality hardware that landed on my doorstep, I just know I won't be disappointed.

Now, all that's left is the fun bit - getting it on the car.

Basically if you can fit coilovers and wire in an amplifier, you should be able to install one of these kits. Just to prove it they'll be no ramps and flash kit involved here - just a drive and a trolley jack or two. Air Lift have also included some damn-comprehensive instructions to make the job even more straight forward.

One thing I do need to think about before I start is where to mount all the added hardware like the compressor, manifold and air tank. I could just bang it in but that just wouldn't do the rest of the car justice. Instead, the install I built a few months ago will need to be adapted to get everything in neatly, so I'll probably get on with that first. We'll see how far I've got in the next issue.

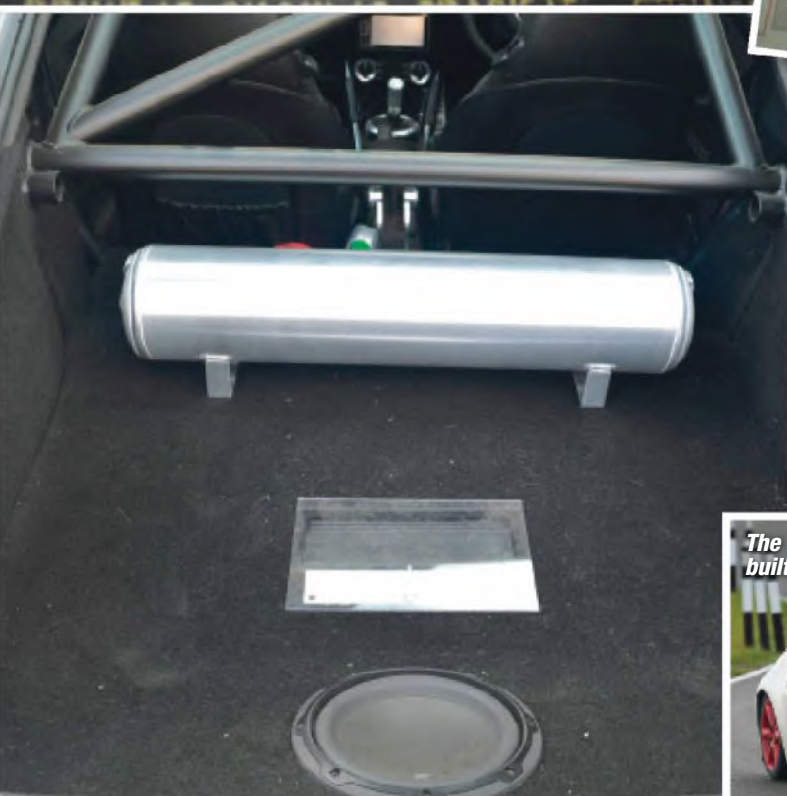
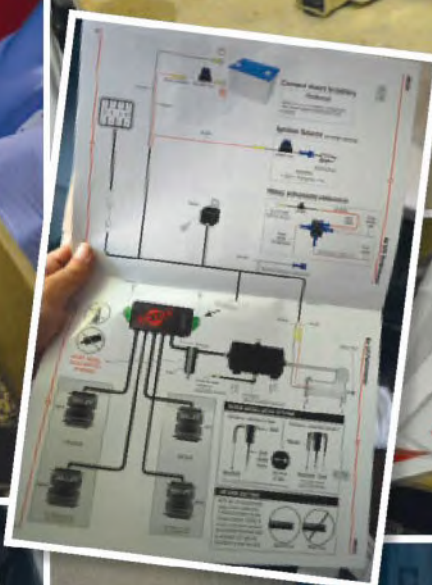




Adjustable top mounts. Nice



Box of tricks



Midge pretending to be able to read...



The FC350Z that was built for issue 342

## THIS MONTH

### PARTS

Air Lift V2 kit.....£2200

Total.....£2200

### Contacts

Air Lift  
www.airliftperformance.com





*Stop right now, thank you very much...*

## GLENDA'S AX VTS



### THE AX GETS SOME SERIOUS STOPPING POWER...

If you regularly follow these pages, you'll be aware that progress on my AX has been a bit slow of late, well it's been slow over the last six years if truth be told. But, with the Powerflex bushes fitted last month, the recent fitment of the GAZ coilovers and now the delivery of my brakes I feel the build is really progressing. Yes I know the build is still taking ages. But, if a job's worth doing, it's worth doing properly. And that readers is why I'm making sure parts fitted to the AX, are the best I can get, which coincidently brings me nicely on to this month's purchase, a big brake kit.

A long time ago I upgraded the AX's rather dubious braking system and original 3-stud hub front callipers and rear brake drum system. I upgraded the running gear to that from a Peugeot 106 GTi so I had 4-stud hubs and disc

brakes front and rear. The braking system had always served me pretty well, but as with most things there's always room for improvement and they don't come much bigger an improvement than a Tarox big brake kit.

To say I'm stoked having Tarox's would be an understatement; I've wanted a set of these for the AX for as long I can remember. For me Tarox have always been one of the hero brands and I can't wait to get the AX out on track and put them through their paces.

Spec wise I've gone for the biggest size I can fit behind my 8x15-inch Image wheels, which is a combo of 284mm discs with 6-pot callipers. As you can see from the pics I haven't fitted them yet, but by this time next month I will be able to reveal them in their full glory. So until next month, peace out!







... I need somebody with the human touch



Six pack



Groovy baby



## THIS MONTH

### PARTS

Tarox Pug 106 Brake Kit .....£1056

Total .....£1056

### Contacts

[www.tarox.co.uk](http://www.tarox.co.uk)

01706 222872

[www.ramp-it-up.co.uk](http://www.ramp-it-up.co.uk)

0117 9595148

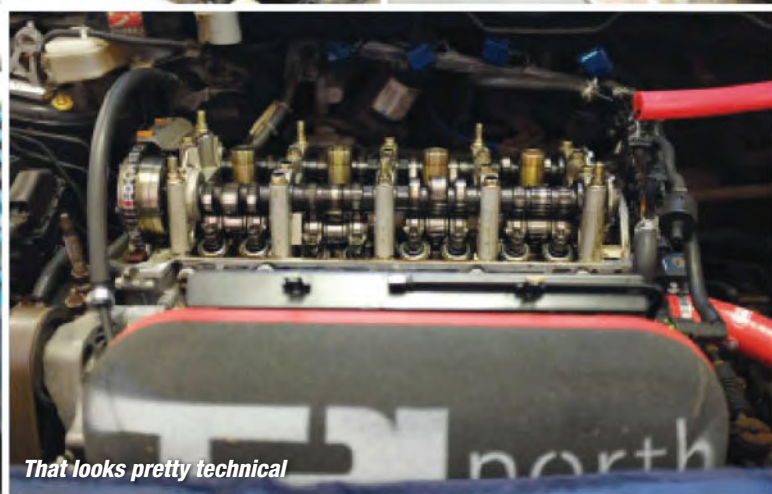
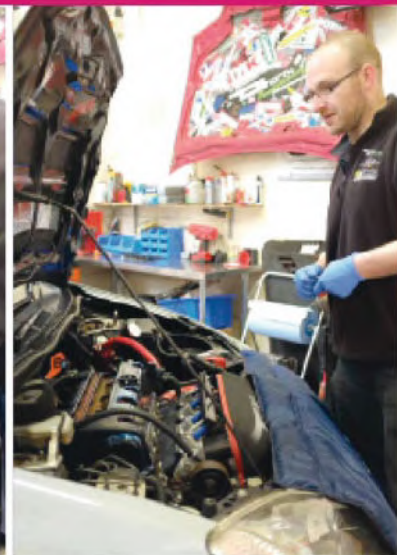
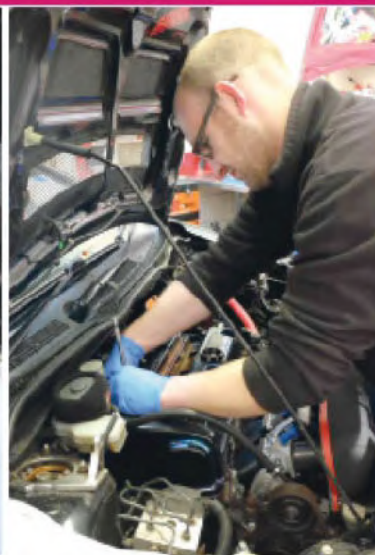
## NEXT MONTH

Fitting my super-awesome Tarox 6-pots.





Obligatory before shot



That looks pretty technical

## INITIAL G'S CIVIC TYPE R



**HI HO, HO HO IT'S OF TO TDI NORTH I GO, AGAIN, FOR MORE ENGINE FETTLING.**

There is nothing more exciting than a road trip with a car mate to one's favourite tuner for some new toys for the old motor, plus a wee spot of remapping.

The car has been running pretty well, however there were a couple of things that I needed to attend to.

First off the exhaust, whilst an excellent bit of kit, sounds great and flows well making good power, with the current state of tune it fell foul of more than a few track noise regulations. Fortunately TDI North do a custom exhaust that is stainless, a full three inch system that has been proven to be the best diameter for the Honda K series engine, whether staying N/A or going for boost. The bonus is, it is track friendly, so quieter, yet still sounds pretty fine.

The other thing I wanted to look at was the cams, as I was running a pretty aggressive set up with stage three cams, however they really wanted to make power up to and over 9k. That is fine for a screaming VTEC lump (as long as you have uprated valves and springs, which I do), however as I had gone for the K24, 2.4litre bottom end in my build, it makes such good power low down anyway I just don't need to go that high with it, mid 8s is plenty fine enough. Another issue is the much higher piston speeds you get from having the longer stroke in the 2.4litre bottom end, despite the fact that I have fully forged internals the car is still a daily and I wanted to see if I could still make decent power, and yet build in a decent level of reliability

and stress the engine slightly less.

Paul, TDI's owner suggested that I try their drop in cams, which is what I decided to go for, these are a true drop in cam and though are rated as a stage one have shown to make decent power in the stock K20, so I was interested to see how they would work in my motor.

After a rather early start (4am) with my buddy Jamie, a fellow local Type R owner, who was also heading up for work on the same day (cams and inlet in his case), we arrived bright and early. So workshop manager Neil and the guys could set about stripping the head off the Civic and installing the new cams, giving the car a check over as they did so to make sure all was well. Once they were set-up and the timing

checked, it was a simple matter of getting the new exhaust in place and then hitting the dyno for some mapping work.

When the dust had settled and the new numbers were in and the old and new maps were overlaid I was still hitting over 300 brake, so I was well chuffed! I had lost a little top end and was down about 5bhp at peak, however I was almost 15 ft-lbs up in torque and making more power where I needed it - in the mid range (with more area under the curve). So 303bhp (ahh cute - Jules) and 219 ft-lbs, not bad for a 2.4 naturally aspirated lump.

Taking it for a test drive it just felt a lot smoother, plus the quieter exhaust really made the carbon throttle bodies sing even more.





*Looking good, the work, not Neil*



*New exhaust is on, so it's over to the...*



*... the trendy black and white Dyno*



*Owner Paul hard at work, as usual*



*Treated myself to a new Knob whilst I was there*

## THIS MONTH

### PARTS

TDI North Stage 1 K20 Drop In  
Cams (inc mapping).....£1500  
TDI North Exhaust.....£650

Total .....£2150

### Contacts

TDI North  
<http://www.tdi-north.com>  
0800 0196055

## NEXT MONTH

New aero and body parts.....  
exciting times ahead!





# FordFest

## COMING SUMMER 2015



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Pirelli

## MARK'S MAZDA RX-7



### TRACKDAY RUBBER FOR THE RX-7

Suspension, horsepower, brakes – when it comes to making your car go faster these are all key areas for improvement. But cheap out on tyres and you'll never unlock a car's full potential...

Ultimately four palm-sized patches of rubber dictate your car's grip and performance on the road. Have a think about that next time you're toying with the idea of getting part-worns or Chinese 'specials' for your pride and joy. It doesn't matter if you're into trackdays or show and shine; good rubber is an absolute must.

But choosing the right tyre isn't always easy. The RX-7 is focused around performance, so I knew a track-specific tyre would work best for grip. That being said, it's still a road car and I'll still drive it on those few days the UK actually offers some good

weather. After doing a bit of research and asking various forums on their feedback, there was one specific tyre that reigned supreme – Pirelli's P Zero Trofeo R.

In case the super-aggressive tread pattern didn't give it away, this is a tyre designed specifically for racetrack driving! But more impressively it remains totally road legal – in fact it's the tyre of choice for hypercars including the Lambo Aventador and Pagani Huayra. Let's just say they should be more than sufficient for the 425bhp Mazda RX-7...

Pirelli has developed a brand new compound and a redesigned tread for the Trofeo R, hugely improving the wear of the tyre – something often criticised of trackday tyres. That means more laps, more miles, and

ultimately more smiles! So where's the catch?

There's a reason your mum's Prius doesn't come with these tyres as standard... they're not exactly recommended for use in very wet conditions. With fewer grooves and a shallow tread depth they're just not designed for clearing large amounts of standing water – a small price to pay for otherwise unrivalled performance.

The Trofeo R looks the part and definitely sounds the part, but the real test is yet to come once they're fitted and used in anger. With the bodywork almost ready for paint there's no better way to celebrate its road return than with a cheeky little track day. The question is, which circuit do we take on first? Silverstone, Brands, Thruxton, hmmm...

### THIS MONTH

#### PARTS

4 x Pirelli P Zero Trofeo R trackday tyres 265/35x18 ..... POA

Total ..... £POA

#### Contacts

Pirelli Tyres UK  
www.Pirelli.com  
01283 525252  
lftty @ FDUK.org for the bodywork & headlights  
Greg Howell  
www.greghowell.co.uk  
01926 813676

### NEXT MONTH

After hours of meticulous prep the RX-7 is finally being painted!





BC strutting their stuff



## JAPFEST'S SCOOBY WRX



### TIME TO GET DOWN (AND POSSIBLY BOOGIE)

Have you signed up to try and win the Japfest Scooby at any of this year's events yet? You'd better get a wriggle on because this one will be going very soon and when it's gone, it's gone.

The spec is starting to get properly tasty too, and we're not done yet, not by a long shot, oh no!

So, last month we got our awesome Rota Titans, wrapped them in the finest Toyo Proxes rubber and whacked them on the car. The next step was an obvious one - we had to get her closer to the ground - it's the first law of modding y'know.

Now, obviously we needed a sweet all-round set-up for the car because we're not quite sure where it's going yet. The criteria from Japfest HQ was pretty harsh - the new suspension had to be great on both the road and the track and it needed to be adjustable so the new owner could set it up to their specific

requirements. The idea is simple - if they want to go rallying then they can, if they just want the Scooby dumped into the weeds they can do that too.

It's a tall order but we immediately knew where to go, we picked out a top-class set of BR Series coilovers from the legends that are BC Racing.

We're no strangers to BC gear here at FC, we've run their kits on numerous project cars over the years and we've found out first hand that these can not only do wonders for handling but they're also infinitely adjustable. It's not just height adjustability as you'd expect either, there's pukka motorsport-derived 30-stage adjustable damping and they even come with race-style camber adjustable pillowball top mounts already fitted.

Of course, not having to go thorough the usual torment of stripping the top mounts

off your old suspension saves time and negates the need for specialist tools like spring compressors. This also means that installation is about as easy as it gets, in fact, there was no messing about waiting for a ramp in the local garage for us, we just got on with it ghetto-style - on the drive with a jack.

It's a simple job of removing the old struts and replacing them with the new ones, obviously interjected by random bouts of swearing and shouting at bolts that don't want to come off (I always find that helps). Then a lot more swearing when I remembered the rear seats have to come out to do Scooby suspension - I'd forgotten about that (you've only done it about a million times before too - Jules).

Still, everything was straight forward, and made all the sweeter by the fact that BC have taken the time to make sure all original

fittings like the brake line clips line up, something that plenty of manufactures are guilty of overlooking.

As for the price? I'll be honest, the Japfest crew ordered them and I've only just looked it up. It seems like a hell of a lot of engineering for under 800-nicker though right? That's some serious value for money right there!





## WIN ME!

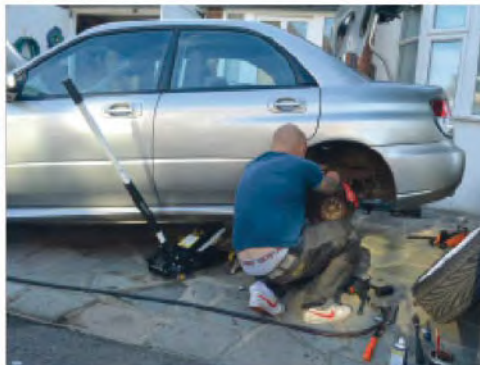
Don't forget, this one could be yours. Just get yourself along to this year's events to find out how you could be parking this rather spanky WRX on your drive at the end of the season...  
[www.japfest2.co.uk](http://www.japfest2.co.uk)



*BR Series coilovers come with camber adjustable pillowball top mounts already fitted*



*The rear seats have to come out to fit coilovers to a Scooby*



*In the words of Bruce Forsyth: "Come on down"*



## THIS MONTH

### PARTS

BC Racing Coilovers .....£769

Total .....£769

### Contacts

[www.bc-racing.co.uk](http://www.bc-racing.co.uk)



# Readers' Rides



## CARL ABLETT'S FOCUS

**FC Says:** Carl's feisty Ford has a spec longer than your arm, much more than we can fit in here. Still, it's always nice to see a Mk1 Focus in FC because they have to be one of the most underrated hatches ever. We're loving all the Yank bits Carl has managed to bolt on to this one. That's one hell of a suitcase he must have

taken on holiday to Americaland with him, eh? We never got the Focus SVT here in the UK, this motor makes us question why - we all would have bought 'em and Uncle Henry would have been rich beyond his wildest dreams! Anyway that's some seriously fine piece of work right there Carl. Nice job.

## TECHSPEC FORD FOCUS TOP MODS:

Engine cover painted candy purple, 4-2-1 manifold, stainless straight through exhaust, K&N induction kit, SVT header tank, Auto air diffuser into ST170 snorkel, SVT front bumper, custom grille, US-spec tail lights, USA imported tail lights, modified collection rear bumper, ST170 bump strips, handles and tailgate and spoiler, ST170 headlights, Recaro leather interior, MOMO Millennium Evo steering wheel, purple suedette retrimmed pillars, roof lining and parcel shelf, 16-inch Lenso BSX wheels, AP coilovers with helper springs removed and adjuster cups on the rears removed, drilled and grooved front discs with Greenstuff pads.





**Now for the most important cars in the world – yours!**

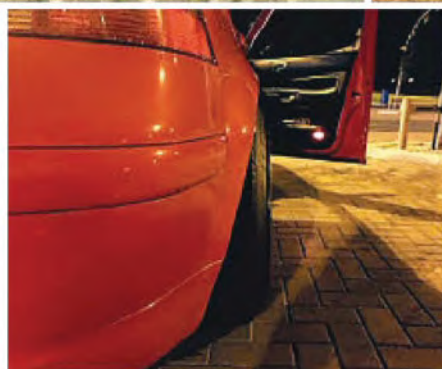


## SIMON MARTIN'S GOLF

**FC Says:** Apparently our Midge had a proper fizzy trousers moment when he first saw Simon's sweet Golf – when it comes to slammed Mk4s the little fella just can't get enough of 'em.

Sat nicely on super-wide XXR 530s it's simple but extremely effective. The shotgun cartridge bolt covers and shotgun exhaust are properly sweet touches too, we can see a theme there – hopefully it doesn't involve a stocking, sawn-off and the local Bradford and Bingley anytime soon.

Simon reckons this wicked red GTDi will always be his pride and joy and we can see why. Love it!



### TECHSPEC

#### VW GOLF

##### TOP MODS:

XXR 530 wheels with shotgun shell wheel nut covers, Vortex body kit, Flyeye headlights, black grille and mirrors, full leather interior, custom straight through exhaust to BMW shotgun exit, tinted rear windows.



## CHRIS MARRIS' MORRIS

**FC Says:** It's Marris and his Morris 1000 and, although we don't see this sort of ride in FC very often, we're absolutely loving this one. For a start just check out this engine bay – considering Chris has done all the work himself, that's nothing short of amazing!

According to Chris this one has been in the family as long as he can remember and we can't see it going anywhere soon. Retro-chic goodness and no mistake.



### TECHSPEC

#### MORRIS MINOR

##### TOP MODS:

Fully rebuilt 1098cc engine with a few updated mods, lowered on splines, whitewall tyres with chrome hubcaps, sun visor, roof rack, headlight peaks, curb feelers, Morris Oxford chrome D-ring steering wheel, old style bucket seats, VW Beetle basket.



# Readers' Rides



## GEORGE INGRAM'S PUG 106

**FC Says:** Your first car is always a special car and our mate George has made a blinding choice for his - we've always loved a bit of Quiksilver action here at FC. He's made a great start on the modding too - just check out those super-tasty Japan Racing rims, gorgeous or what? The naughty bastids in us love the fact that he can pop flames from his exhaust and apparently there's plenty more mods stacking up in the garage waiting to be fitted. We're looking forward to seeing how he gets on. George says it would make his day to be featured in Readers' Rides - well, consider your day made son. Top work!



### TECHSPEC

#### PUG 106

##### TOP MODS:

15-inch Japan Racing JR10 wheels, KW front coilovers, GTI front brakes, smoothed front bumper, de-cat straight through exhaust.



## TOM HAWKINS' ASTRA VXR

**FC Says:** When it comes to getting some major bang for your buck the Astra VXR is an all-round winner. Tom here has gone a little mental on his, it's got a spec and a half, but you should see what's to come. On the to-do list is everything from forged internals to a Garret turbo as big as your head, and my head, put together. I dunno if he's won the lottery or something but it's certainly a good way to a fair chunk of change.

Even now we can't fit in the whole spec but the pictures tell you all you need to know. The cage, the engine, the stance - it's all nuttier than squirrel poop. We like that, lots.



### TECHSPEC

#### ASTRA VXR

##### TOP MODS:

8.5x17-inch Rota Drift wheels, stage-3 map, Forge intercooler, ARP flywheel bolts, Aeromotive360 fuel pump, custom 3-inch turbo back exhaust with 4-inch tip, Quaife diff, M32 short shift, Pollybushes, strut braces front and rear, adjustable drop links, stage-3 paddle clutch with solid flywheel, KSport 8-Pot 330mm front brake kit, Bilstein B14 coilovers with custom springs, stripped out rear with false floor and sub trimmed in suede, blue SMD conversion, harness bar, chrome engine parts, cross-over delete, Courtenay Motorsport actuator, Forge header tank, Nickson Motorsport roll cage.

### SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to [jules.truss@kelseymedia.co.uk](mailto:jules.truss@kelseymedia.co.uk) and we'll do the rest.



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# arse end

## Quotes of the Month



**Initial G:** "Do people think you're a hairdresser when you drive your TT?"

**Midge:** "People would think I was a hairdresser if I was driving Hummer. I just seem to have that look about me."



**Jules to Midge:** "We'd be pretty shit in a theme park. You'd be too short and I'd be to fat to get on the rides."

**Midge:** "Better hold fire on that trip to Disneyland then mate."



## FC Phone Hack of the Month

Initial G said he couldn't make Japfest...



## CURRY NIGHT

Our G isn't a massive fan of spicy food and likes nothing better than describing, in great detail, what a chicken madras can do to his digestive system. Glenda tends to describe it better though - a picture is worth a thousand words and all that. Well, at least his Photoshop skills are getting better anyway.



## DOMESTIC GOD

You'll only get this pic if you know what our Midge's real name is (hazard a guess for yourself though eh?). Still, according to the little fella, this is the closest he's ever got to owning an appliance to clean his house. But he's still holding out because only his mum calls him James. Obviously if we find one called Bellend in the meantime we'll let him know.



## FC FANS

Check out these two scary fuckers from London who asked Glenda for a picture the other day. Obviously Glenn thought they were big FC fans and willingly obliged... until they did it on his own phone and wanted money for it. Laughed? We nearly shat on your imaginary bike mate!



## TOP 5 VIDEOS

CHECK OUT MORE ON [WWW.FASTCAR.CO.UK](http://WWW.FASTCAR.CO.UK)



### 1,400BHP SUPRA

Check out this eight-second Toyota tearing up the strip. The really scary thing is this one's road legal too. Christ!  
[www.fastcar.co.uk/2015/05/28/1400bhp-street-legal-supra](http://www.fastcar.co.uk/2015/05/28/1400bhp-street-legal-supra)



### SMOKING RAT-ROD

We love a rat rod here at FC, but it's not everyday you see one with a twin turbo diesel lump. Rollin' coal indeed.  
[www.fastcar.co.uk/2015/05/26/twin-turbo-diesel-rat-rod](http://www.fastcar.co.uk/2015/05/26/twin-turbo-diesel-rat-rod)



### HYPERFEST

Let's take a look Down Under to see mental cars, drifting and burnouts... Lots of burnouts. Awesomeness.  
[www.fastcar.co.uk/2015/06/11/hyperfest-2015](http://www.fastcar.co.uk/2015/06/11/hyperfest-2015)





## HOLEY SHIT!

We've been known to fry the odd brake pad in our time, but even by our kamikaze motorsport standards this one is bad. Midge took these off a mate's motor the other week and we think there might be the slight, outside possibility that they need changing. "The brakes seem to be squeaking a bit." Yeah, no shit. It's gonna take more than copper grease to sort that out!



## GONE TO THE DOGS

You know sometimes you get that overwhelming gut feeling that you just can't lose? Well, you can.



## HEALTH HAZARD

According to our illustrious leader, most accidents happen in the home, so we should all be extra careful when working in our own houses. But then again he does live an extraordinarily dangerous life our Jules.



## NEW BARNET?

Imagine our follicly challenged Midge's excitement when he saw this shop recently. It's been a long time since he's had his very own fringe. Unfortunately for the little fella, they don't actually stock hair. Bless.

# Midge's DIY TIPS

Hacks, tips and all round useful bits!



### Hair Conditioner

Need to give your motor a quick wash but run out of shampoo? I know what you're thinking, but never ever use washing up liquid because it's abrasive. Instead simply head to the bathroom and grab some of your hair conditioner, preferably one containing lots of lanolin (if you've got no hair like me you might have to nip round your mum's).

This is an old car dealer's trick. Just mix a capful or so with half a bucket of water, cover the whole car, rinse off and dry with a microfibre cloth. You'll find that the lanolin is like having a built-in wax and will leave your paint nice and shiny. It'll also bead off water nicely... and smell like Cheryl Cole (do you mean Fernandez-Versini? - Jules) in a L'Oréal advert. Of course we'd always recommend using the real detailing product for the job, but this one can sort you out if you're in a fix. Because you're worth it and all that.



# SO WHAT??

PRESS RELEASES WE REALLY DON'T CARE ABOUT THIS MONTH...



Experienced fleet industry professional Paul Franklin-Slatery has joined Nissan's rapidly expanding corporate sales team as national corporate sales manager.

**Nice one Paul. Good luck with those Leafs!**

One in five UK adults admit to still playing with toy cars, even when the children aren't around, according to new research out today. And while half of this group is quite happy to do so in the company of other adults, the same number prefers to do so only in private. **Come on people grow up... Ah wait a minute. I still do that.**

Rolls-Royce Motor Cars recently celebrated the largest gathering of Rolls-Royces in the world at the 56th Rolls-Royce Enthusiasts' Club Annual Concours and Rally. The spectacular setting of Burghley House in Stamford,

Lincolnshire, provided the perfect backdrop for a record number of motor cars, with over 1000 heritage and contemporary Rolls-Royces attending for the first time in the Club's history.

**As our Jules is the only one middle class enough to actually get in (or afford one), we really don't care.**

When Lotus Cars needed something special transported to Goodwood, they called on the expertise of transport specialists, GBA Services. **Now correct me if I'm wrong, but is a Lotus not a car with wheels and everything? I thought turning up on a flatbed was a bad thing!** The European New Car Assessment Programme rating includes categories of occupant protection for adults and children, pedestrian protection and safety assistance systems. The ŠKODA Superb has been awarded the maximum five-star rating in all four categories.

**Safe man. Geddit? I'm wasted here, I really am.**

A Lexus has always been a vehicle that rides on wheels, in contact with the ground. Until now. This summer a new Lexus takes flight, bringing the stuff of science fiction closer to real world fact.

**Big deal. Michael J Fox did that in the '80s.**

At an event held in New Delhi at the largest Ducati Store in the world, the Italian motorcycle brand made a press conference and announced the arrival of two new variants of the Scrambler.

**Keeps 'em off the streets over here.**

Under the Chairmanship of His Majesty the King, Mohammed VI, King of Morocco, Carlos Tavares, Chairman of the Managing Board of PSA Peugeot Citroën and Moulay Hafid Elalami, Morocco's Minister for Industry, Trade, Investment and the Digital Economy signed an agreement to build a plant in Ameur Sefia, Kenitra.

**Come again?**



### RADBUL MX-5

It's the legend that is Mad Mike competing in Formula Drift after five long years. Now that's what we call a proper comeback! [www.fastcar.co.uk/2015/06/02/radbul-mazda-mx5](http://www.fastcar.co.uk/2015/06/02/radbul-mazda-mx5)



### PANAMERA TURBO

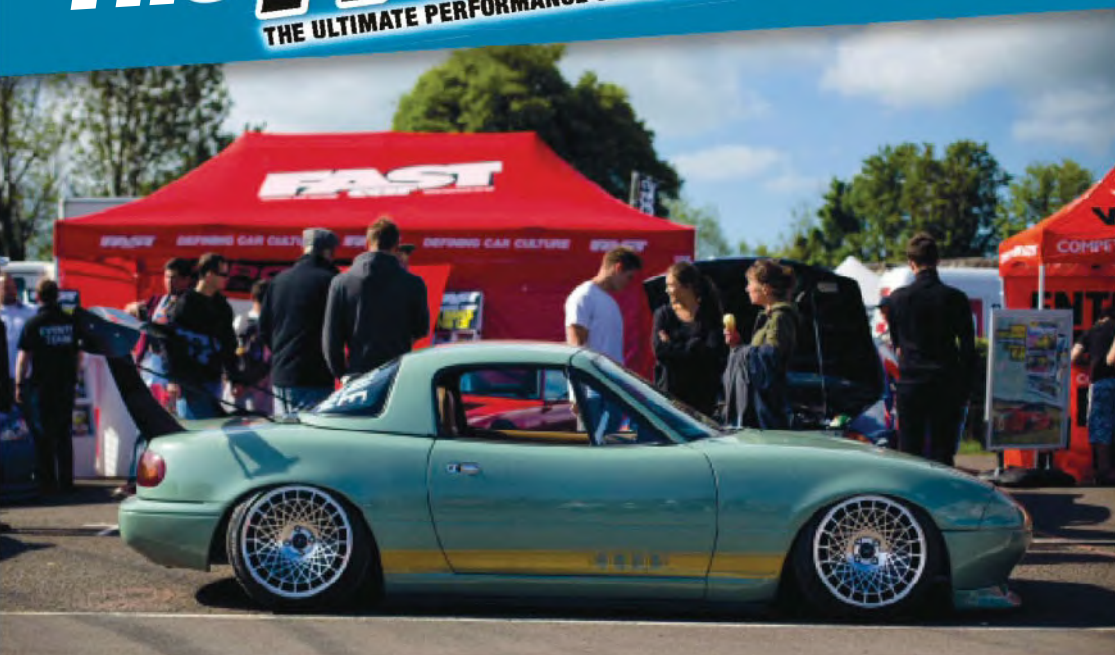
We featured this widebody German monster on Messer wheels last month but this time the pictures move. Bloody clever that eh? [www.fastcar.co.uk/2015/06/04/widebody-porsche-panamera-turbo](http://www.fastcar.co.uk/2015/06/04/widebody-porsche-panamera-turbo)



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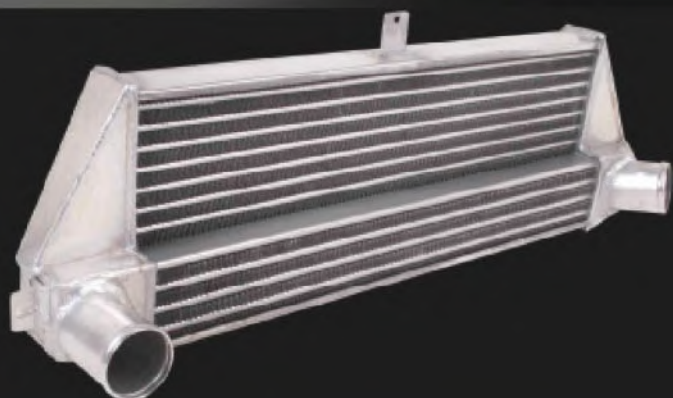


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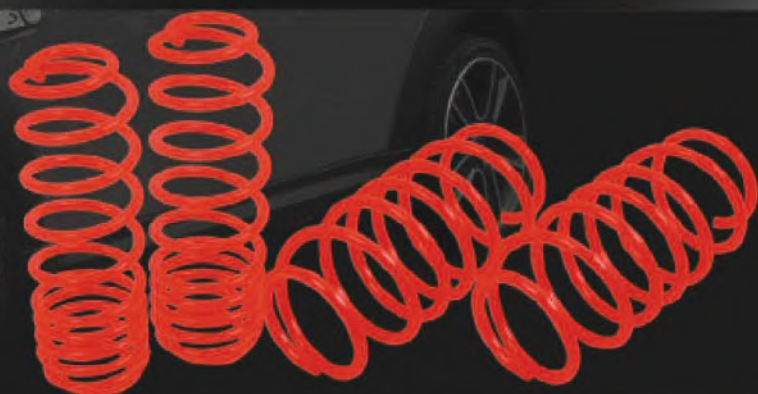
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